

Cumulative Impact Assessment
for
Marina del Rey Pipeline Projects

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INTRODUCTION

The County of Los Angeles (County) has prepared this document, entitled “Cumulative Impact Assessment for Marina del Rey Pipeline Projects” (CIA) for the purpose of evaluating the environmental impacts potentially resulting from the Local Coastal Program Amendment (LCPA) to the Marina del Rey Local Coastal Program (LCP) for the Pipeline Projects (hereinafter, “Pipeline Projects Amendment or PPA”). The Pipeline Projects are those Phase II development projects that require amendments to the Marina del Rey Local Coastal Program and were being processed or considered by the County at the time of the issuance of the California Coastal Commission (CCC) Periodic Review recommendations, as more fully described later in this document.

It is important to recognize that the development potential for Phase II was already approved by the Los Angeles County Board of Supervisors and the CCC in 1995, with jurisdiction being returned to the County for this development potential in 1996. With respect to the Phase II development potential, the County’s proposal is to allocate some development potential to other parcels and, in some cases, increase the existing development potential on certain parcels using only the development potential originally allocated in the certified LCP.

The County is evaluating the Pipeline Projects not only as individual projects, but also within the context of ongoing development that is consistent with the LCP, as well as developments outside of the control of the County in the surrounding area. By evaluating the collective effects of all reasonably foreseeable future projects, the County have taken account of those impacts which might occur and which might be overlooked if an analysis were strictly limited to a single project.

This CIA is in furtherance of Recommendation 18a of the Periodic Review of Marina del Rey, conducted by the CCC.¹ The CCC also recommended that the County aggregate those projects displacing public parking lots or public parks and treat them as one amendment to the LCP (Recommendation 19). The County has chosen to conform to this recommendation and to include all project-driven Local Coastal Program Amendments, regardless of whether they displace public parking lots or open space. At the time of this writing, the Periodic Review response has been transmitted to the CCC. No date for CCC consideration of the County’s Periodic Review response has been set at this time.

The County also commissioned numerous technical studies to assess impacts and recommend mitigation measures. Because the Periodic Review findings were already available when these studies were initiated, the County was able to ensure that all of the studies take into account surrounding development as well as the Pipeline Projects, consistent with the recommendation of the CCC. This CIA recites key findings of special studies undertaken by the County to assess cumulative impacts. The recommendations for specific measures to mitigate impacts proposed by these studies have been incorporated into the LCP itself for future regulatory guidance. Site specific projects proposed pursuant to this LCP will be subject to environmental documentation

¹ The Periodic Review findings of the Coastal Commission can be found at <http://documents.coastal.ca.gov/reports/2008/10/Th27a-10-2008.pdf>.

for the specific projects proposed as well, and mitigation measures will build on the data and policies provided here.

Relationship between the Coastal Act and the California Environmental Quality Act (CEQA)

California Public Resources Code (PRC) Section 21080.9 – within the California Environmental Quality Act (CEQA) – exempts local governments from the requirement of preparing an Environmental Impact Report (EIR) in connection with their activities and approvals necessary for the preparation and adoption of a local coastal program, or amendments thereto.

Instead, the CEQA responsibilities are assigned to the CCC through its certified regulatory program. However, because the State of California, Resources Agency found the Commission's LCP review and approval program to be functionally equivalent to the EIR process², PRC Section 21080.5 relieves the CCC of the responsibility to prepare an EIR for each LCP or amendment thereto. Nevertheless, some elements of the EIR process continue to apply to this review process (i.e. public notice, findings, etc.).

Pursuant to CEQA and the CCC's regulations³, the CCC's certification of this LCP amendment (LCPA) must be based in part on a finding that it meets the CEQA requirements listed in PRC Section 21080.5(d)(2)(A). That section requires that the CCC not approve or adopt an LCP if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

THE PIPELINE PROJECTS

The "Pipeline Projects" are those development projects which are proposed by the County and which require a LCPA, either to the land use category, to the location of development potential, or to both aspects. Although discussed in greater detail later in this CIA, the parcels considered as Pipeline Projects are:

Parcels 52/GG (to be redesignated as Parcel "52")
Parcels 49/77 (to be redesignated as Parcel "49")
Parcel 147 (Formerly Parcel OT)
Parcels 33/NR (to be redesignated as Parcel "33")
Parcels 10/FF (FF to be redesignated as Parcel "14")

These parcels are identified in Appendix A, Exhibit 1: Marina del Rey Pipeline Projects.

In addition, the County is taking this LCP Amendment opportunity to recognize improvements it wishes to introduce into the LCP such as the recovery of 7.1 acres of leasehold to be added to

² 14 C.C.R. § 15251(f)

³ 14 C.C.R. §§ 13540(f), 13542(a), and 13555(b))

Chace Park, the Wetland Park on Parcel 9, the rehabilitation of Oxford Basin, and the addition of policies related to sensitive biological resources, improved graphics and improved procedures.

THE CUMULATIVE IMPACT ASSESSMENT

1. This CIA is being done to assist the public and interested officials in understanding the history and regulatory context of Marina del Rey, as well as the cumulative impacts of all proposed projects. It does not take positions on these projects.
2. The technical documents supporting this study organize pending projects as follows:
 - a. Projects within the County's jurisdiction which are not consistent with the existing LCP and require the approval of an amendment to the LCP,
 - b. Projects within the County's jurisdiction which are consistent with the LCP and require no amendment,
 - c. Projects outside the County's jurisdiction which may have an effect on cumulative impacts, positive or negative, and are not under the control of the County.

Notwithstanding the regulatory structure which places primary responsibility on the CCC to comply with CEQA with respect to a LCPA, the County always considers environmental factors when making decisions on proposed amendments to the LCP. Moreover, the County routinely requires extensive environmental documentation, including EIRs and Negative Declarations for the consideration of individual Coastal Development Permits (CDP) and other approvals pursuant to the LCP.

In connection with this CIA, the County prepared several technical studies crucial to gain an understanding of cumulative environmental impacts:

- ☐ *Traffic Study for the Marina Del Rey Coastal Program Amendment*, Raju Associates, 2010
- ☐ *Right-Sizing Parking Study for the Public Parking Lots in Marina del Rey*, Raju Associates, 2009
- ☐ *Marina del Rey Slip Pricing and Vacancy Study*, Allan D. Kotin & Associates, 2009
- ☐ *Marina del Rey Slip Sizing Study*, Noble Consultants, Inc., 2009
- ☐ *Conservation and Management Plan for Marina del Rey*, Hamilton Biological, Inc., Robert A. Hamilton and Daniel S. Cooper, 2010

These studies not only provide an assessment for the changes proposed by the County, but also guide the scope and nature of the County's proposed LCPA.

At the time of the final consideration of the Periodic Review recommendation 18a by the CCC (October, 2008), the County had already been engaged in the review process for several projects, some requiring amendments and some wholly consistent with the LCP. Below are several of these projects which were the subject of publicly reviewed EIRs available at the offices of the Department of Regional Planning, and all contain the cumulative impact analysis of the project, including reasonably foreseeable impacts from future projects:

Parcels 9/10/FF
Parcels OT/21
Parcels 100/101⁴

Several projects are likely to be required to prepare EIRs prior to approval. In fact, two of these projects, 55/56/W and 52/GG have submitted Draft EIR's, but these EIRs are still being compiled and are not yet available for public review:

Parcels 33/NR
Parcels 52/GG
Parcels 55/56/W
Parcel 44

Finally, several projects may require a Mitigated Negative Declaration (MND), or are expected to qualify for a Negative Declaration or some other non-EIR CEQA compliance:

Parcels 95/LLS
Parcel 7
Parcel 8
Parcels 42/43
Parcel 64
Parcel 145

Because the timing of these project-driven CEQA documents varies widely, and even though the EIRs contain a comprehensive evaluation of all cumulative impacts, the County elected to prepare comprehensive studies to account for all of these projects as well as projects to be undertaken in other jurisdictions. The existing project-driven environmental documents were reviewed during the process of preparing this CIA, and the information was incorporated where appropriate to explain the cumulative impacts of all proposed developments. These EIRs are incorporated herein by reference and listed in the Appendix B.

HISTORY

The CCC initially fully certified the LCP in 1984, returning permit jurisdiction to the County at that time. The LCP consists of the Land Use Plan and the Specific Plan, which serves as the Implementation Plan for the LCP/Land Use Plan.

⁴ This project has since been approved and all appeal periods have expired.

Both the Land Use Plan and the Implementation Plan were amended in 1995, with final certification in 1996. Phase II development of Marina del Rey was evaluated in aggregate in the proposal by the County. The 1995 amendment set forth development potential for Phase II development in Marina del Rey, and also for a vacant site, Parcel 9, that was originally part of the Phase I development but was never constructed. It is important to note that at the time of the 1995 LCP amendment, the County did not have specific projects proposed. Therefore, the amendment was policy-driven, as opposed to project-driven, with little development detail for specific parcels.

At the time of the approval of the LCPA in 1995, Marina del Rey was more than 30 years old and actively redeveloping. The CCC approval of the 1995 LCP placed a ceiling on development potential in Marina del Rey. The revised LCP offered several opportunities for the County to aggregate uses and convert existing uses to other, higher priority Coastal Act uses so long as the evening peak hour (expressed as “P.M. peak hour”) trips did not exceed a certain number. The LCP certified in 1995 also acknowledged that certain parcels, then used as parking lots, would be converted to other uses in that their utilization by the public was minimal.

After certification of the 1995 amendment, the County Department of Beaches and Harbors published a document entitled, “Marina del Rey Asset Management Strategy (AMS).” Among other things, this document was intended to provide specific direction to the utilization of the development potential approved in the 1995 LCP amendment by the CCC. In light of the expected expiration of over 40% of the leases in the Marina in the decade beginning in 2021, a key related goal of the AMS was to assure a smooth and proactively managed transition of these leaseholds through redevelopment and/or renovation.

By suggesting a more focused and project-driven arrangement of development potential approved in the 1995 LCP, the County was able to concentrate on encouraging the achievement of several key policies in the 1995 LCP; increased view corridors, increased visitor-serving uses, more open space, reducing emphasis on residential uses, and redevelopment of underutilized parking lots.⁵ The document recognized that in some cases the relocation of development potential or change in underlying land use would require LCP amendments. However, the County has never proposed exceeding the total development potential authorized by the 1995 LCP and as controlled by the number of p.m. peak hour trips.

Following the certification of the 1995 LCP amendment, the County sought to implement several of the actions recommended by the CCC, as well as stimulate renovation of leaseholds that were set to expire by 2021. To attract more visitors to Marina del Rey and change its development complexion from one of a more residential character to an attraction for visitors, the AMS proposed “catalytic” projects to garner “critical mass” in the Marina and spur leasehold development that would draw people on a regional basis.

The difference between the Pipeline Projects and other projects for redevelopment or new development being pursued by the County lies in whether the project requires a LCP amendment. There are three types of projects in Marina del Rey:

⁵ It is important to note that at the time of the 1995 LCPA, no specific study of the use of the public parking lots was presented, nor were future needs specifically assessed.

1. Projects requiring LCP amendments to change land use and/or reallocate approved development potential;
2. Projects which require demolition and reconstruction but which are consistent with the 1996 LCP in terms of land use and development intensity; and
3. Projects which are remodeling or renovating with no significant demolition of existing buildings.

Exhibit 2 and 3 in Appendix A of this CIA depict the projects as categorized above. Of all the projects listed, there are five which require LCP amendments, six which are demolition and reconstruction projects (of which one is a new Phase I project and one is an approved project which is approved and beyond appeal), and five are remodeling projects. As noted earlier, Exhibit 1 shows the location of these projects.

OVERVIEW OF THE LCP AMENDMENT PROJECTS AND RELATIONSHIP TO THE PERIODIC REVIEW

After soliciting several Requests for Proposal (RFP) to determine the feasibility of the AMS, the County initially elected to review several proposals through the regulatory process. The LCP amendments proposed to re-arrange land uses and re-allocate approved development intensity (See Exhibit 4: Import/Export of Development Potential). In addition, the AMS stimulated some lessees to propose new projects on their leaseholds, such as Parcel 10⁶. Some of these proposals in the County's original submittal to the CCC were originally made and considered in 1994-1995; however, the CCC did not approve all of the County's requests in that regard, or the projects never were completed.

In most cases, a substantial period of time passed between the initial publication of the AMS and proposals which reached the hearing process. The process of soliciting, reviewing, providing the appropriate agreements for, and processing of entitlements for development on public land is a lengthy and complicated process. As a result, although these LCP amendments were identified many years ago, only relatively recently have they reached a point where serious consideration of the entitlements and land use changes is possible.

Beginning in 2003, the CCC began work on a Periodic Review of the Marina del Rey LCP as a result of a settlement agreement in a lawsuit brought against the CCC only, entitled *Coalition to Save the Marina v. California Coastal Commission*. The CCC staff, working in a cooperative manner with the County of Los Angeles, conducted a lengthy review of the LCP pursuant to Coastal Act Section 30519.5. A final staff report was published in December 2007 for a January 2008 hearing. At the January, 2008 CCC hearing, the CCC made numerous changes in the recommendations, resulting in a revised findings hearing in October, 2008. The final recommendations of the Periodic Review were transmitted to the County in April, 2009, and the

⁶ At the time of this writing, other parcels which generated proposals for redevelopment or renovation include Parcels 12, 15, 55, 56, 64, 100, 101

County timely provided its response as required by statute in April, 2010. At the time of this writing, this response is pending before the CCC.

In the interim, the County continued to work with CCC staff to process the LCP amendments brought about by the combination of the new development potential granted in the 1995 LCP and the AMS. The County took note of the following recommendations of the Periodic Review:

18a. In preparation for amending its LCP the County should undertake a comprehensive LCP update of anticipated future development that includes all pending project driven amendments, fulfillment of Asset Management strategies and other facilities identified through a community planning process. [Emphasis added]

19. Revise the LCP to require that the County consider all pending project-driven amendments of the LCP that would change the designation of parcels from a public park or parking use to a private use at the same time. A project shall be considered pending if there is an approved term sheet allowing the applicant to apply for approval of the project. In considering such amendments, the County should analyze the total pattern of public serving and park uses in the Marina. [Emphasis added]

With respect to Recommendation 18a, the County has aggregated all five of its contemplated LCP amendments into a single LCP Amendment, known as the Pipeline Projects Amendment (PPA). These amendments coincide with the AMS strategies and catalytic projects. Other items identified by the community planning process which are also addressed in the PPA are the expansion of Chace Park, the enhancement of Oxford Basin, a comprehensive management strategy for sensitive biological resources, and a right-sizing of public parking to the year 2030. Studies prepared in support of these aims are included in this CIA. Taken together, all of these steps respond to Recommendations 18a and 19, as well as other recommendations of the Periodic Review.

The PPA is only the first step in the update of the Marina del Rey LCP, but in fact addresses the two recommendations above. In the Afterword herein, the County describes future steps to be taken with respect to the LCP. The CCC recommendations did not require reconsideration of the development previously authorized by the CCC in the LCP. Rather, Recommendation 18a calls for a comprehensive review of the effects of that development taken together with the Pipeline Projects as well as fulfillment of the AMS and other suggestions brought about by the community planning process. In adopting Recommendations 18a and 19, the CCC did not recommend that the County abandon efforts to move forward with development deemed to be consistent with the LCP. Therefore, projects continue the entitlement process under the certified LCP where no amendment is necessary. These projects are also included in the CIA studies.

Working with CCC staff, a “Roadmap” approach to enunciate the goals of the County and the CCC with regard to Marina del Rey was endorsed by the CCC in June 2009, and by the Board of Supervisors in September 2009. In addition, the Board of Supervisors directed that no individual LCPA could proceed to the Board decision-making process unless the PPA had already been heard and decided by the Board and transmitted to the CCC.

DESCRIPTION OF SPECIAL STUDIES FOR ANALYSIS OF THE CUMULATIVE EFFECTS OF THE PIPELINE PROJECTS AMENDMENT

The County has prepared a number of highly specific long range studies to analyze the potential effects of the PPA and its associated policy adjustments. These are as follows:

- *Traffic Study for the Marina del Rey Local Coastal Program Amendment*, 2010. Raju Associates, Inc.
- *Right-Sizing Parking Study for the Public Parking Lots in Marina del Rey, California*, 2009. Raju Associates, Inc.
- *Marina del Rey Slip Pricing and Vacancy Study*. Allan D. Kotin & Associates, 2009
- *Marina del Rey Slip Sizing Study*, 2009. Noble Consultants, Inc.
- *Conservation and Management Plan for Marina del Rey, Los Angeles County, California*, 2010. Hamilton Biological, Inc., Robert A. Hamilton and Daniel S. Cooper.

All of these studies are incorporated by reference into this document and have been available on the Department of Beaches and Harbors website, some being first presented in 2009.

These studies comprise over 560 pages (not counting the length of the project-driven EIRs), far more data than were presented when the County last requested consideration of development potential in Marina del Rey). In addition, and although none of the PPA projects raise habitat or resource issues, the County is taking this opportunity to present a new regulatory strategy to address long-term actions for sensitive resources in Marina del Rey. Finally, the County is establishing policies for the wet slips and dry storage areas for recreational boating, and public parking within Marina del Rey. This last action is taken even though the water area of Marina del Rey remains under the original jurisdiction of the CCC.

These studies are summarized in this CIA and are included in their entirety in the Appendix C. Moreover, where appropriate, information from the specific PPA EIR has been provided.

DESCRIPTION OF PROPOSED PIPELINE PROJECTS

Originally, there were six Pipeline Projects which required LCP amendment. Parcel IR's proposal was abandoned, and the remaining Pipeline Projects are as follows:

Parcels 10 and FF – 526 dwelling units replacing 136 dwelling units, a net total of 390 new dwelling units.

Parcel 147 (Formerly Parcel OT)- Parcel 147 includes 114-unit senior accommodations, 3,500 square feet of retail space and 92 public parking spaces. Parcel 147 currently has 186 public parking spaces, 92 of which will remain in Parcel 147 and 94 spaces will be built in Parcel 21.

Parcels 52 and GG – 375 dry stack spaces, 3,080 square feet of office use and 3,350 square feet of County boatwright shop (existing).

Parcels 33 and NR - 292 dwelling units, 32,400 square feet of retail space, 323 restaurant seats and at least 69 public parking spaces.

Parcels 49 and 77 - Option 1 -135,000 square feet of visitor-serving commercial space; Option 2 – 116,495 square feet of visitor-serving commercial space and 255 dwelling units; Option 3 – Up to 26,000 square feet of office use (Department of Beaches and Harbor Administration Building) with either Option 1 or Option 2.

Although the Parcel 49/77 project does not have a term sheet as called for in Recommendation 19 of the Periodic Review, Parcel 49/77 is part of the Asset Management Strategy target objectives, and therefore its inclusion is consistent with Periodic Review Recommendation 18a.

DESCRIPTION OF DEMOLITION/RECONSTRUCTION/NEW PROJECTS CONSISTENT WITH THE LCP

There are six demolition/reconstruction/new projects for which the County has made a determination that no LCP Amendment is required:

Parcel 9 – a 288-room hotel with not more than 49% of the rooms as timeshares, with associated restaurants and support facilities, installation of public promenade and view corridors, and new wetland park. This development was never completed during Phase 1 development.

Parcel 21 – 29,300 square-foot mixed use building (health club, yacht club, retail and marine office) with 94 new public parking spaces and dedication of additional leasehold to Parcel GR to increase public parking and public uses. While this project itself does not require a LCPA, the enlargement of Parcel GR is part of the LCPA. Enhancement of public promenade to LCP standards.

Parcel 44 – 91,090 square feet of visitor-serving commercial space, together with a dry storage facility. Enhancement of public promenade to LCP standards.

Parcel 55/56/W – 132-room hotel and 65,700 square feet of visitor-serving retail uses. Enhancement of public promenade to LCP standards.

Parcel 95/LLS – 23,500 square feet of retail commercial and restaurant

Parcel 100/101 – 544-unit apartment complex with 10 new public parking spaces. This project is already approved and all appeals have expired.

DESCRIPTION OF RENOVATION PROJECTS CONSISTENT WITH THE LCP

There are four remodeling projects contemplated.

Parcel 7 – Building renovation and relocation of landside boating facilities and upgrading of public promenade.

Parcel 8 – Building renovation and upgrading of public promenade.

Parcel 42/43 – Hotel renovation and re-landscaping.

Parcel 64 – Building renovation and opening of public promenade.

Parcel 145 – Hotel renovation.

MARINA REDEVELOPMENT

The County is pursuing a separate Master CDP at the time of this writing to address the redevelopment and reconfiguration of several aging marinas in Marina del Rey.

These Marina reconstruction projects have no landside effect in that the parking and other facilities associated with the reconfigurations are within the limits of the LCP, and in any event the jurisdiction over the approval of marinas lies exclusively with the CCC under their original jurisdiction, and is not governed by the LCP. However, the County has included in the LCP the overall numbers of slips to be maintained, the overall size categories and numbers to be maintained, and has established a parking ratio of 0.6 per boat slip to conform to recent Coastal Commission approvals and observed usage.

Exhibit 5 depicts the boating related facilities and Exhibit 6 depicts the dry storage opportunities in Marina del Rey.

OTHER PUBLIC AMENITIES

The County is taking the opportunity to update the LCP to enhance visitor resources, establish new or expanded park lands, and improve shoreline access. These features are shown in Exhibits 7, 8 and 9, respectively. Most notable are the open space enhancements at Oxford Basin, the expansion of Chace Park and its related facilities, the creation of a pedestrian path connecting

Washington Boulevard and Admiralty Way, redevelopment of Marina Beach, and the wetland park on Parcel 9. Local access to the Marina is also provided via the public promenade, which is pending enhancement in several locations. While public access is restricted in locations where public safety is a concern, the majority (78%) of the promenade is accessible to the public. In order to make the promenade interconnected in its design, plans include making connections around restricted areas using paths and sidewalks, for example along Fiji Way, in order to maintain connections to the public promenade. Pedestrian amenities, such as shade structures, drinking fountains and signage will also be developed in a cohesive fashion.

Concern has been expressed about heights in Marina del Rey. Exhibit 10 shows the parcels already approved for increased heights at the time of the last LCP amendment certified in 1995. The dominant purpose of the increased height was to increase view corridors. While an increased view corridor is not required in all circumstances, if the height of the proposed building is increased above the basic height limit, increased view corridors are required. In this way, the County and the CCC compensated for the increased intensity brought about by higher buildings by ensuring that there would be a larger view corridor provided than in a less intense development. Building at the heights allowable in the LCP (225 feet) already exist surrounding Marina del Rey in the City of Los Angeles, but do not have the open areas and view corridors that are required by this LCP. Therefore, over time, the use of increased heights on parcels has the potential to produce amenities that would not otherwise be required under a less urban approach.

SUMMARY OF TECHNICAL REPORTS

The following consists of an Executive Summary of each of the supporting technical reports for the PPA. It is important to note that each of these reports was contracted directly with the County and that lessee applicants did not have review opportunities prior to public dissemination. The reports are included in their entirety in Appendix C.

Traffic

Traffic analysis has played a prominent role in Marina del Rey throughout its LCP history. In fact, the development potential of Marina del Rey at build-out is predicated upon a maximum of 2,750 peak-hour trips, of which 2,503 peak-hour trips are un-built. By creating a land use plan that is consistent with this maximum amount, the future land use plan would ensure congruency between existing circulation infrastructure and development traffic impacts. The proposed Pipeline Projects contribute a total of 1163 trips during the P.M. Peak Hour, which is approximately 46 percent of the remaining un-built peak-hour trips.

Consistent with Recommendation 18a from the Periodic Review, the County conducted a thorough study of Marina del Rey and its environs, with special attention on the possible changes brought about by the PPA. A detailed traffic study was performed by Raju Associates, Inc. to assess the proposed LCPA conditions and provide direction relative to improvement measures that may be required to alleviate traffic conditions. All of the changes attributable to the Pipeline Projects and transportation improvement updates have been aggregated into a single amendment.

This study also accounts for the impact of reasonably foreseeable future projects affecting the Marina and its environs, regardless of whether they require LCP amendments.

The Marina del Rey Land Use Plan and associated Specific Plan provide direction relative to future development potential within various development zones in Marina del Rey. There are currently 14 development zones consisting of several parcels in each zone. With the proposed LCP amendment, the Marina del Rey LCP area would be organized into three Major Development Zones (MDZs) for the purpose of allocating future development potential, instead of the more numerous and smaller development zones currently in the LCP. Within a MDZ, the various parcel land uses and resulting trip generation have been aggregated for the purposes of analyzing traffic movements and effects. The traffic study provides a basis for analyzing traffic effects from proposed development in the Marina del Rey LCP area and provides an analysis of these effects and improvement measures. The zones are designed to isolate traffic effects on individual intersections in the Marina.

The MDZs including the associated parcels and the amount of potential development allocated to each MDZ have been summarized in this study. Potential development includes all of the unrealized development potential that is planned for in the certified LCP, which includes the development that has been entitled but not built. The MDZs and the parcels included within each of them are presented in Exhibit 11 in Appendix B.

A summary of the remaining development potential currently approved in the LCP is included below:

Proposed LCP “Buildout” - Overall Total Potential Development

Residential Units:	2,044 dwelling units
Hotel:	505 rooms
Visitor-Serving Commercial:	273,741 square feet of retail space
Restaurant:	1,323 restaurant seats
Congregate Care:	129 units ⁷
Office:	26,000 square feet of office space
Dry Stack:	375 spaces
Library:	3,000 square feet
Ferry Terminal Site	N/A
Fire Station Expansion	N/A

The primary purpose of the traffic study is to provide updated information and data, and to identify any changes in conditions since the 1991/1994 DKS Traffic Studies were completed in support of the 1996 LCP amendment.

The following key tasks were performed as part of the traffic study:

1. Review of existing and past studies within the study area;

⁷ This figure includes the Seniors Accommodations for Parcel 147 (114) and the remaining congregate care units allocated in the 1996 LCPA (15 units)

2. Review of all traffic models constructed in the region, including the DKS Traffic Study model, the updated SCAG model, the Playa Vista (City of Los Angeles) models and the model for the LAX Master Plan;
3. Update of existing traffic conditions in the study area;
4. Development of traffic forecasts and analyses of future conditions with and without the PPA; and
5. Evaluation of improvement measures to alleviate traffic conditions resulting from the PPA.

The County proposes to collapse the existing 14 development zones in the LCP to three MDZs. This reduction in the number of development zones to three would not cause any substantial change in traffic operating conditions described for any of the scenarios analyzed in the traffic study.

Twenty intersections within Marina del Rey and the City of Los Angeles were analyzed in this traffic study. These include the same 19 locations that were analyzed in the original Marina del Rey Local Coastal Plan Traffic Study in January 1991, and Marina del Rey Local Coastal Plan Traffic Study Addendum, May 1994, prepared by DKS Associates (1991/1994 DKS Study) plus the intersection of Washington Boulevard at Palawan Way. Analysis of traffic operations at these intersections for various scenarios have been conducted and compared to those presented in the 1991/1994 Study. Details of the findings of this analysis and comparison are provided below.

The traffic study area is bounded by Washington Boulevard on the north, Jefferson Boulevard on the south, Pacific Ocean on the west and Lincoln Boulevard on the east. This area encompasses property in both the unincorporated County and incorporated City of Los Angeles.

Current traffic counts were collected at each of the analysis intersections during both the morning and evening peak hours. A comparison of these counts with those collected in the 1991/1994 DKS Study indicate that the current traffic counts have decreased overall by 5% and 8% during the morning and evening peak hours, respectively. This implies that the ambient growth projected in the 1991/1994 DKS Study has not occurred in this region.

At a recent public meeting on the proposed LCPA, questions were raised regarding the methodology used to measure potential traffic impacts. The Local Coastal Program analyzes traffic impacts based on p.m. peak hour trip generation rates. Some members of the public thought that a better method of traffic analysis would be to measure mid-day weekend traffic impacts. It was also suggested mid-day traffic impacts during the summer months be analyzed.

In response to these concerns, the traffic consultation firm Raju Associates analyzed traffic counts during the time periods in question and prepared a technical memorandum on the subject (Appendix D). That analysis found that weekday evening peak hour traffic volumes are greater

than both Saturday or Sunday mid-day peak hour traffic volumes from summer 2010 at the same locations. The analysis also found little variation between total peak hour volumes on summer and non-summer weekdays.

Key Findings

- Currently, all 20 of the analyzed intersection locations are operating at levels of service (LOS) D or better during the morning and evening peak hours, with 19 of them operating at LOS C or better. Typically, in urban areas, LOS D is considered to be acceptable operation. In the 1991/1994 DKS Study, “existing conditions” analysis identified that three locations during the morning peak hour and nine locations during the evening peak hour were operating at congested or failing levels of service (LOS E or F). A comparison between the two indicates that the current operations at all of the analyzed locations are equivalent to or better than the base conditions projected in the 1991/1994 DKS Study.
- In the Future Ambient (2020) conditions, all 20 locations in the morning peak hour and 19 of the 20 locations in the evening peak hour are projected to operate at LOS D or better. The remaining intersection (Culver Boulevard and Jefferson Boulevard, well outside Marina del Rey) is projected to operate at LOS E. The Future Ambient (2020) conditions have been forecast to operate better than the Future Ambient (2010) conditions projected in the 1991/1994 DKS Study during both the morning and evening peak hours at all of the analyzed intersections.
- The Pipeline Projects’ trip generation would result in a total of approximately 1,163 trips (610 inbound, 553 outbound) during the evening peak hour. The Pipeline Projects account for approximately 46% of the overall LCP Buildout trip generation remaining (unbuilt) uses’ trip generation. This means that of the remaining development potential in Marina Del Rey, the Pipeline Projects’ traffic accounts for only 46% of the trips authorized.
- In the Future Ambient (2020) with LCP Amendment (Pipeline Projects) conditions (without proposed intersection improvements), all 20 of the analyzed intersections in the morning peak hour and 18 of the 20 analyzed intersections in the evening peak hour are projected to operate at LOS D or better. The remaining intersections in the evening peak hour are projected to operate at LOS E. The Future Ambient (2020) with LCP Amendment conditions have been forecast to operate better than the Future

Ambient (2010) conditions projected in the 1991/1994 DKS Study during both the morning and evening peak hours at all of the analyzed intersections.

- The LCP Amendment includes changes to the transportation improvement measures within the Marina del Rey area. Specific intersection improvement updates have been investigated, in addition to or in lieu of the Category 1 improvements in the approved LCP. The Category 1 improvements were intended to accompany a specific level of development in Marina del Rey.
- Commuter weekday evening peak hour traffic volumes, regardless of the season, represent the worst-case conditions for evaluation.

In summary, the proposed LCP Amendment as well as the proposed LCP Buildout traffic conditions with improvements would result in better operating conditions at all analyzed locations under future improved conditions with the approved LCP in the 1991/1994 DKS study. Further, the Future Cumulative (2020) with both the proposed PPA and the proposed Buildout conditions are also projected to operate better than the Future Cumulative (2010) conditions (with no Marina development) projected in the 1991/1994 DKS study. A Revised Set of Intersection Improvement Projects are planned to accommodate the increased traffic generated by the Pipeline Projects are as follows:

1. Via Marina/Admiralty Way Intersection – Provide a third westbound left-turn lane on Admiralty Way or reconfigure the intersection to a continuous loop.
2. Palawan Way/Admiralty Way – Provide a third through lane in the westbound direction of Palawan Way.
3. Admiralty Way/Bali Way Intersection – Provide a second southbound left-turn lane on Admiralty Way.
4. Admiralty Way/Mindanao Way Intersection Alternatives – Provide a second southbound left-turn lane on Admiralty Way and an additional lane on the eastbound approach of Mindanao Way.

Note that improvements to the Regional Transportation System are listed under Category 3 of the LCP.

Public Parking

A comprehensive and detailed parking study was performed by Raju Associates, Inc. to assess public parking needs within the Marina del Rey area, particularly in reference to the County's Pipeline Projects. Both current and future needs are assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this parking study, with a focus on the public parking lots displaced by the Pipeline Projects.

For the purposes of this study, "Public Parking" is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose

of utilizing and enjoying public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. Expansions of these amenities contemplated by the County are taken into consideration in this CIA. The parking requirements associated with potential future attractions such as hotels, restaurants, marinas and other commercial establishments as well as all other private uses including residential, office, retail and other commercial types of uses are addressed separately using the County Zoning Code and LCP provisions, and as such, were not the subject of the parking study.

The public parking lots in Marina del Rey are all surface lots adjacent to specific attractions and serving a specific activity area and developed over a long period of time (See Exhibit 12: Public Parking Lots & Activity Areas). Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

Lot Number	Parcel	Number of Parking Spaces	Remarks
1	W	502	Fisherman's Village and others use this lot
2	49R	478	NONE
4	49M	140	NONE
5	UR	220	Public Library uses 20 spaces
7	Q	120	NONE
8	OT	183	FantaSea Yachts uses 94 spaces after 6 P.M.
9	NR	186	Sparsely used due to the public's use of parking at the nearby restaurant, Organic Panificio, when the restaurant is not open.
10	IR	212	NONE

11	GR	262	Cheesecake Factory uses this lot
12	FF	201	
13	3S	140	NONE
16	EE	58	Metered parking spaces
Dock 52	52	236	LACDBH office and others use this lot
Total		2,938*	NONE

*Please note, this number does not include 60 spaces located on Parcel A (Lot 15) near the channel vista or the 115 potential turf spaces on Parcel SS (Lot 6) near Yvonne B. Burke Park.

The parking study was directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed above) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the ambient growth due to population increases over the next 20+ years as well as the growth anticipated from planned adjacent uses. Several new improvements contemplated for visitors at Marina Beach and potential expansion of Chace Park were factored into demand figures in the estimation of the future (2030) public parking demands, and consequently, the right-sizing of public parking supply within Marina del Rey.

There are five Pipeline Projects proposed within the Marina at parcels 10/FF, OT, 33/NR, 52/GG and 49/77. The uses that are proposed include residential, commercial retail, senior accommodations (hotel rooms), restaurants, visitor-serving commercial, and office and dry-stack boat storage spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct increase in the demand for public parking due to these projects, the potential for increased public parking demand due to expanded recreational and other opportunities has been accounted for in the ambient growth calculations as well as specific analysis of selected areas. These private development projects would be required to provide their own parking for the various proposed uses per County Zoning Code requirements that are separate from the public parking assessments that were being addressed in the study.

In addition, the County is studying improvements to Chace Park and Marina Beach, including the enhancement of park resources and re-arrangements of parking as funding permits. At the time of this writing, these studies are in varying stages of development, with Chace Park leading in terms of implementation. Both Chace Park and Marina Beach may undergo changes in response to public review. In Marina Beach, for example, the public parking lot known as Parcel IR may be reduced in terms of parking spaces to allow an increase in the beach and visitor recreational amenities. No parking reductions beyond the recommendations for a minimum number of parking spaces of the parking study are proposed.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this parking study. Five major activity areas were identified and peak parking within these activity areas were determined. The public parking supply needed to accommodate the current and future needs within each of the activity areas was determined in this study and suggestions/recommendations for the same were made.

An additional memo was prepared by the consultant following a letter dated July 22, 2009 to the Design Control Board for Marina del Rey, prepared by the Marina del Rey Community Boating Council (Council). In this letter, the Council indicated its opposition to the parking study because, in its view, the study did not properly account for parking by rowers and kayakers. Specifically, the letter conceded that patrons of the rowing, kayaking and outriggers park on a nearby restaurant lot (Parcel 33, the Organic Panificio restaurant) in order to avoid paying for parking at Parcel NR. The recreational boaters are not the only visitors that use the restaurant parking lot in this way. Although the restaurant is open most of the day, the lessee has not patrolled the lot to prevent this inappropriate usage. The County has never intended its leasehold to be used inappropriately in order to avoid paying for parking at publicly provided lots.

The Council also urged its members to park in Lot 9 (Parcel NR) on November 22, 2009 in order to demonstrate the usage of that lot and the need for more parking. By the count of the patrons, the maximum usage was 91 vehicles at 8:45 a.m. It was noted that inasmuch as this was not a summer day, the demand for use could be much higher in the summer, adding perhaps 30 more vehicles. It is the Council's position that although there may be sufficient parking overall at Mother's Beach, the distance is too great when compared with Parcel NR or the restaurant parking. There can be no question that the next nearest public parking lot, Parcel IR, is farther from the kayak, etc. area than either Parcel NR or the restaurant parking lot.

The parking consultant also made observations of parking usage at Lot 9 and at the restaurant parking lot, although these were not announced. Deliberate use of the NR lot as was done in November of 2009 is not necessarily an objective representation of parking needs. Nonetheless, the parking consultant endeavored to ascertain the actual usage through observation and comparisons to revenue. The consultants November 30, 2009 analytical memo is included as Appendix E, together with the Council letter.

Key Findings

To assess parking needs in Marina del Rey, the Marina was broken into specific Activity Areas which were associated with visitor destinations. Some lots do not fit easily into an Activity Area and were addressed separately.

A total of 13 public parking lots and five activity areas were assessed within the study area for this parking study. The five activity areas are the Marina Beach Activity Area, Yvonne B. Burke Park Activity Area, Chace Park Activity Area, Fiji Way Activity Area, and the North Channel Activity Area. Areas of public parking outside of the Marina del Rey LCP boundary were not considered in the study nor counted towards the total parking provision, for example the parking located near the North Jetty View Piers on Parcel A.

Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates in 2008 and 2009. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the LUP due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve circulation efficiencies.

Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, Independence and Labor Day weekends were the holidays chosen as the appropriate times to conduct the parking demand surveys. Parking demand surveys on the holiday boat parade were also conducted. Raju Associates also conducted demand surveys at each of the parking lots during the recent Labor Day weekend in September 2009 and included this information in the evaluation of public parking requirements in this study. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking. The County continued to complete parking surveys in public lots throughout the summer of 2010.

In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses occurs.⁸ These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).

The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way Activity Area to 18% at Chace Park Activity Area during weekdays and 11% at Fiji Way Activity Area to 31% at Chace Park Activity Area during weekends. All other activity areas have parking occupancies of less than 18% and 31% on typical weekdays and weekend days, respectively. These occupancies are typical for most of the year (i.e., more than 300 days in a year).

The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way Activity Area to 43% at Chace Park Activity Area during weekdays and 21% at Fiji Way Activity Area to 68% at Chace Park Activity Area during weekends. The Fiji Way Activity Area parking lots also accommodate parking demands associated with commercial and other adjacent uses. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way Activity Area (including the commercial and other uses demand) is examined, then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way Activity Area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.

⁸ It should be recognized that Marina del Rey has developed over a very long period of time and in certain cases, public parking lots were allowed to be shared by commercial uses. Such is the case with Fisherman's Village and Parcels 147 (Formerly Parcel OT) and NR. In all cases where this occurs, the study examined whether continued use in this manner interfered with existing or potential public parking availability.

The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina. The public parking demand associated with both the Chace Park expansion, as well as additional improved public amenities within the Marina Beach activity area, was included in the estimation of future anticipated public parking demand.

At the public parking lots where parking is currently shared with other commercial uses, peak public parking demand estimates were developed by isolating the public parking demand component from various lots ((Lot W (Fisherman's Village), Dock 52 lot on Parcel 52, and Lot GR (near the Cheesecake Factory)) and applying the growth factors due to ambient growth, and then factoring in the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the respective activity area public parking demands.

These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean, mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands, which are meaningful in this context, were determined.

The more conservative 90th percentile of peaking parking demand was used to determine the needed parking supply. The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th percentile is that position in a dataset where 90% of the data are equal to or less than such data and 10% of the data greater than such data. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.

The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Marina Beach: 360 spaces; Yvonne B. Burke Park: 102 spaces; Chace Park: 336 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

The minimum public parking supply at each of the activity areas was determined using the 90th percentile future (2030) peak public parking demand, and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended number of required public parking spaces by activity area is shown on the following page.

	Activity Area	90th-Percentile Public Parking Demand (number of spaces)	Recommended Minimum Number of Required Public Parking Spaces	Existing Parking Supply	Currently Proposed Potential Future Parking Supply
A	Marina Beach	360	400	843 (1)	652
B	Yvonne B. Burke Park	102	115	340	342
C	Chace Park	336	370	437	684
D	Fiji Way	165 (2)	180 (2)	738 (1)	1012 (1)
E	North Channel	100	110	140	138

Notes:

(1) – Also used by private commercial uses

(2) – Number represents public parking component only

Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination (See Exhibit 7).

An evaluation was made of currently proposed potential public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that an adequate supply of parking would be available within each of the activity areas, including those that have commercial and other users sharing parking within the public parking lots.

During peak holidays namely Memorial Day, Independence Day, and Labor Day, and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed.

With respect to the concerns of the Marina del Rey Boating Council, the data objectively taken from observations and revenue analysis shows that the lot at Parcel NR is sparsely used. This appears to be because patrons of the kayaking and small boat area park inappropriately at private uses to avoid paying the public parking fee. The Parcel 33/NR project is required to have 69 spaces incorporated for the public into its parking structure, without mixing these spaces with onsite uses. While this space allowance falls short of the numbers provided in the November 22 announced parking usage by the Boating Council members and supporters, it is well within the actual observed usage both at the parking lot and at the restaurant, including during the summer and in the early morning. The Council's parking data necessarily is not independent if there was a deliberate act to park in the NR lot. Nonetheless, the County will be studying the needs of the Boating Council carefully to ascertain whether more than 69 spaces should ultimately be provided in the

Parcel 33/NR project. At this time, however, there is a considerable difference between the unbiased observed data (i.e. observation unannounced, revenue stream data) and the data reported by the Boating Council. Therefore, it cannot be said that there is an impact to small boating community as a result of this amendment.

Slip Pricing and Vacancy

The concept of slip pricing is beyond the scope of CEQA and the Coastal Act in terms of addressing the operation of marinas in Marina del Rey. However, in connection with a study wherein the County was attempting to ascertain the vacancy rate in Marina del Rey in order to address future marina configuration, the County assessed the relationship between marina pricing in southern California and Marina del Rey. As noted in the study, there is no significant difference that cannot be accounted for in terms of the age of the marina, proximity to the channel entrance, and other factors that can understandably affect unit pricing.

Vacancy data are especially important in understanding how marinas should be configured for future demand. Since very few new harbors have been built in California in the last 30 years, it is important that the space available be used to meet the demand for the boating industry and the public, both of which are making behavior changes in the design of boats and ways in which they are used. The following information explains the vacancy findings for Marina del Rey.

Key Findings

In general, Marina del Rey slips have recently enjoyed very high occupancy rates. In this instance as in some other parts of the analysis, the primary focus of statistical analysis is on independently priced slips – in other words, slips that are not associated with a specific landside use, such as a yacht club or boatyard. Within this group, overall vacancy over the period 2003-2009 has ranged from a low of 2.2% to a high of 4.5% in 2005, and as of 2008 was at approximately 3.0%. In the first three months of 2010, there were posted vacancies of 9.8% for small slips up to 35 feet and 2.2% for slips 36 feet and over.

Significantly, there are major variations in vacancy patterns with the lowest vacancies consistently in the 50 foot and greater category and the highest vacancies consistently in the 12- to 25-foot category.

The pattern of vacancy is shown graphically in Exhibits 9 and 10 of the Marina del Rey Slip Pricing and Vacancy Study, included in Appendix C. In Exhibit 10 of the same report, the most recent 2009 data are not plotted since it is clear that a trend analysis would be inappropriate due to the state of the economy possibly explaining the higher vacancy rates. Both the table and the figure clearly indicate how low vacancy consistently is for the larger slips relative to the smaller slips. During the PPA process, the County will periodically update the vacancy and waiting list information as such information is collected.

This findings represented by the exhibits alone would substantiate the fact that the pattern of changing slip mixes from smaller slips to larger slips and the corresponding reduction in total

number of slips will not necessarily represent a shortage, but rather a redistribution and a more even distribution of vacancy across the different sized configurations.

If, in fact, when all slips (not merely independently priced slips) are considered, vacancy rates are generally somewhat higher as shown in Exhibit 11 of the Marina del Rey Slip Pricing and Vacancy Study (Appendix C).

The most pronounced vacancy rates are experienced in the slips falling below 36 feet, especially slips below 25 feet. In studying this phenomenon, it is important to note that boats have changed in design over the past 30 years. For example, the beam size has increased on sailboats, making older double slips and narrower slips harder to occupy by any boat that is seeking a wet slip. This exacerbates the vacancy rate because a more modern boat at 25 feet will not necessarily fit into an older 25 foot slip.

Moreover, more boat owners at the shorter boat lengths are choosing dry storage. This is a key finding of the State Department of Boating and Waterways Needs Assessment of 2002. Therefore, the County is expanding its dry storage considerably to answer this demand. However, the boats which can be accommodated this way do not include larger boats, which must be kept in the water.

Slip Sizing

The County prepared a slip sizing study for Marina del Rey. This study reviewed the boat berth slip distributions for 21 individual marinas within Marina del Rey that were originally constructed between 1964 and 1972. In addition to these marinas, there are additional boat berths within Marina del Rey for commercial use (i.e. Parcels 1, 55, and 56) and for temporary, transient, boating lessons/training, and government use (i.e. Parcels EE, 48, 62 and 77) that are not included within this slip sizing study.

Since the 21 marinas were originally constructed 40 or so years ago, some of these marinas have either already been replaced or in addition have been reconfigured and replaced. Numerous other marinas are now in the process of receiving approvals to be reconfigured and replaced.

The purpose of the study was to evaluate boat berth distribution criteria for the marinas undergoing reconfiguration and replacement in order to balance the recreational boating needs and demands for all of Marina del Rey, and in order to adequately support the Marina del Rey boating activities for the next 40 years. The slip sizing study reviewed the changes in boat berth distributions for the Marina del Rey individual marinas; compared these distributions to other California marinas; discussed the already reconfigured marinas and the proposed marina reconfigurations within Marina del Rey; reviewed the Marina del Rey slip demand, California Department of Boating and Waterways (DBAW) marina design guidelines, and the change in vessel beam widths versus vessel length since the 1960s; and provided recommendations for the continued reconfiguration of Marina del Rey marinas.

Key Findings

Most of the 21 marinas constructed from 1962 to 1972 within Marina del Rey did not meet the DBAW slip clear width criteria.

Both the power boats and sail boats beam width versus their length have increased since the 1960's.

Marina del Rey's highest slip vacancy rate is for slips sizes of 35 feet in length and less.

More boats in the 30 feet length and less category are moving to dry boat storage.

The existing Marina del Rey boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.

Even when including the current proposed marina reconfigurations the resulting boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.

In order to renovate the marinas to the appropriate slip sizes and meet the current DBAW criteria there will be some reduction in the total number of slips.

The total number of wet berths (slips) and dry storage (stacked, un-stacked & mast-up) can be maintained at an adequate level within all of Marina del Rey for the coming years with proper planning and management.

Based on the above findings and the detailed backup presented within this study, the following two different boat berth length distributions are recommended (See Table below): The first distribution is for all marinas combined in Marina del Rey and the second distribution is for the maximum case for an individual reconfigured marina where additional boat berths of 30 feet or less in length are not justified, therefore resulting in a higher percentage of slips in the 31 feet to 50 feet length.

Berth Length (feet)	Combined Percentage for all MDR marinas	Maximum Case percentage for individual marinas
<30	30%	0%
31-35	20%	30%
36-40	19%	25%
41-45	10%	20%
46-50	10%	14%
>50	11%	11%
Total	100%	100%

The average Marina del Rey slip length for all marinas combined and for the maximum case individual reconfigured marina should not exceed 40 feet and 44 feet, respectively unless there is justification.

The above slip length distributions and average slip lengths should not be considered absolute since there may be some marinas that have sufficient reason to exceed these recommendations.

A minimum slip length of 30 feet is recommended for reconfigured marinas.

The slip sizing study proposes that the available open water area for additional wet slips should be utilized, where appropriate, such as the funnel concept that still maintains adequate boat navigation, and that the available landside area for dry storage should be utilized to ensure a sufficient total number of wet slips and dry boat storage are available. While the County has considered the funnel concept in the past, and will use this concept in Parcel 43, the County has rejected full use of the funnel concept as restricting too much open water area.

The PPA proposes a policy similar to that approved by the CCC for Channel Islands Harbor. Briefly, the policy provides that no less than 25% of the slips in Marina del Rey be in lengths 32 feet or less, and that no less than 25% of the slips be in lengths between 32'1" and 38 feet. Therefore, a minimum of 50% of the slips will be 38 feet or less in length. It has been concluded that this will provide ample room for boats of smaller sizes to be accommodated in Marina del Rey, and is consistent with the trends for in-the-water boat storage. Moreover, the County is increasing its complement of dry storage, and economical means of keeping a boat at Marina del Rey, and one of the Pipeline Projects, Parcel 52, is required to provide 30 mast-up spaces at the site. Therefore, Marina del Rey will continue to be a strategic location for recreational boating serving the greater Los Angeles area.

In addition, the County is proposing to expand its commitment to low cost boating in two specific respects. First, the County is requiring an in lieu fee for every 100 slips over 35 feet constructed. Secondly, the County is proposing a number of transient, dinghy and visitor docking facilities in Marina del Rey to enhance the boater experience, as shown in Exhibit 13.

Sensitive Biological Resources

The County has long recognized Sensitive Biological Resources (SBR) in Marina del Rey. Although the Environmentally Sensitive Habitat Area policies were removed from the LCP in 1996 when Area A was removed from the jurisdiction of the LCP, the County has given attention to these resources as appropriate pursuant to CEQA, and has adopted other strategies, such as the Tree Pruning Policy, to address specific needs as they arise.

The County commissioned a "Conservation and Management Plan" (CMP) to guide the County on policies regarding the bird species of conservation concern and their habitats in Marina del Rey. The CMP not only evaluated the historic resources of the area, but proposed a series of management actions both to protect resources where they occur and to enhance certain areas of Marina del Rey for wildlife. Such measures include but are not limited to recommendations for managing crows and other omnivores, expansion of the types of species (such as bats and owls) to be investigated in project-related biological studies, imposition of the County's tree pruning practices on individual leaseholds, recommendations for resolving land use conflicts, and both annual monitoring of Marina del Rey and periodic monitoring of the coastal slopes of the County to provide a context for bird populations and behaviors.

Key Findings

Sixty years ago, the area around lower Ballona Creek comprised a vast wetland of salt marsh and mudflats, teeming with birds and wildlife, and characterized by low scrub and scattered patches of willow. Marina del Rey was established here in the early 1960s, and today the area represents an active recreation hub and residential community, centered on one of the largest marinas on the Pacific Coast. In recent decades, the Marina's arboreal landscaping has matured into an "urban forest" that has been adopted as nesting habitat for a variety of colonial waterbirds (in this area, herons, egrets, and cormorants), and other wildlife species adapted to urban coastal settings.

Research conducted for the CMP found no evidence that colonial waterbirds nested at the historical Ballona Wetlands, including the area now occupied by Marina del Rey. During the decades before breeding colonies became established, these birds occurred regularly in the local area as winter visitors and migrants, although typically in smaller numbers than we see today. Since the late 1990s, several species of nesting colonial waterbirds have undergone major population increases statewide, exploiting human activities at numerous harbors, marinas, reservoirs, and similar settings, where non-native landscape trees are typically used for nesting. Playing a role in this large-scale phenomenon, Marina del Rey now supports a combined total of more than 100 breeding pairs of Double-Crested Cormorants, Black-crowned Night-Herons, Great Blue Herons, Great Egrets, and Snowy Egrets.

Some waterbird species that nest at the Marina are widespread in the Los Angeles area, but a few are much more localized, and their local populations depend on the artificial and natural habitats provided by Marina del Rey and the nearby Ballona Wetlands. In parts of Marina del Rey, the waste that accumulates beneath nesting colonies has become a nuisance and potential human health hazard, and conflicts between waterbirds and human users of the Marina have been increasing. In recent years, nesting waterbirds have concentrated in three main areas at the Marina, the largest being within the tall eucalyptus and ficus trees along Admiralty Way between Oxford Basin and the Ritz-Carlton Hotel, including those around a large parking lot at Yvonne B. Burke Park.

Other large nesting colonies are found around the Coast Guard Station and Fisherman's Village at the end of Fiji Way, and on the opposite/western side of the Marina entrance, near Mariner's Village. Birds from these colonies, as well as from smaller ones scattered around Marina del Rey, forage and roost widely in the Marina and the adjacent Ballona Wetlands. During the spring/summer nesting season, important foraging areas include Oxford Basin and the two bait docks on either side of the Marina channel entrance.

In southern California, mild winters and year-round food supplies mean that the "nesting season" is not well-defined, although activity is typically highest in spring and summer, and lowest in late fall. In most cases, trees with nesting herons and egrets may be readily identified by large white stains on the ground below, resembling spilled paint (called "whitewash" or "guano"). All of Marina del Rey's landscape trees, including those used by nesting birds, require occasional pruning or, in some cases, removal. In recent years these actions have been guided by the Department of Beaches and Harbor's Internal Policy No. 23, "Tree Pruning in Marina del Rey

and on County Beaches in Accordance with Native Bird Breeding Cycles.” Either coincidentally or not, Marina del Rey’s waterbird colonies have generally expanded and diversified during the years this policy has been in place, and the CMP finds that the policy effectively supports the continued existence of colonial waterbirds in the Marina. The policy is consistent with State and federal laws that prohibit the disturbance of nesting birds except in consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service.

The CMP recognizes that most waterbird colonies in Marina del Rey are in some degree of conflict with intended human uses of the Marina, and that the public and regulators seek assurance that such conflicts will not eventually lead to persecution of the birds through disturbance of their nesting trees. The CMP recommends that the County provide this assurance by (1) extending the County’s existing tree-pruning policy to cover all leaseholds in Marina del Rey, and (2) amending the policy to include review and approval by a biologist before any waterbird nest could be removed or rendered unusable as a result of non-emergency pruning deemed necessary by an arborist or other landscape specialist. The CMP further recommends that the County conduct water bird population surveys, preferably on an annual basis, to track the status of colonies and to provide current information on the locations of active nests to the public, the County, resource agencies, and other regulators. The County has incorporated all of these recommendations into the proposed LCP amendment.

The CMP also recommends that surveys for nesting colonial waterbirds be conducted on the coastal slope of Los Angeles County at regular intervals (e.g., every 3–5 years), in order to be able to establish a regional context for the Marina del Rey colonies.

The CMP recommends against establishing additional non-native trees or man-made structures for nesting waterbirds at Marina del Rey, taking into consideration (a) lack of evidence that these species nested in the local area historically (i.e., from the 1890s forward); (b) the potential for conflict between colonial waterbirds and species of conservation concern in the local area, especially the California Least Tern; and (c) the potential for conflict between colonial waterbirds and established human uses of the Marina. The CMP also recommends against replacing nesting trees if they should be rendered unusable through natural/normal use by the birds. Rather, to the extent possible, the CMP proposes that natural processes should guide habitat management decisions Marina-wide. The management approaches recommended in the CMP are subject to modification based on the findings of local, state and federal biologists and applicable environmental law. For example, if the state were to declare the Great Egret (one of the locally nesting colonial waterbirds) a Species of Special Concern, this could necessitate greater protection for that species. Or, if it were learned that individuals of a particular heron colony at the Marina were preying on California Least Tern chicks at nearby Venice Beach, state or federal wildlife agencies might intervene to remove “problem” individuals or otherwise limit the colony size.

The CMP also provides management goals and recommendations for the two remaining quasi-natural areas in Marina del Rey: Oxford Basin, a flood-control feature between Washington Boulevard and Admiralty Way, and “Wetland Park,” a small parcel of open space at the corner of Via Marina and Tahiti Way, both of which have been proposed for preservation and restoration, and for passive recreational uses and wildlife habitat. Both areas (as well as the

adjacent Ballona Wetlands Ecological Reserve along Fiji Way) have the potential to support a variety of birds that visitors to the Marina and local residents and their children would enjoy observing.

Finally, the CMP identifies several additional “species of conservation concern” that were displaced by the development of the Marina, evaluates their potential for reestablishment, and provides recommendations for where and how habitat restoration may benefit them.

The LCP amendment has incorporated these recommendations as policies in the Land Use Plan. Because the LCP is the primary regulatory document in Marina del Rey, such inclusion ensures that attention will be devoted to these resources as land use changes are contemplated. These policies do not replace CEQA compliance for subsequent development proposals. Projects proposed in the future will need to be analyzed under CEQA in order to avoid any adverse effects upon biological resources that would be considered significant after mitigation.

Taken together, these conservation and management strategies ensure that no significant adverse impacts will occur as a result of the PPA in Marina del Rey or in surrounding areas, such as Ballona Wetlands Area A. The requirements for a separate, detailed biological study for each new project, as well as annual Marina-wide surveys of waterbird nesting colonies, ensure that resources will be monitored in the long term.

CONCLUSIONS OF THE CUMULATIVE IMPACT ASSESSMENT

All of the recommendations of each of the technical studies have been incorporated directly into the LCP through the PPA.

The studies supporting this CIA clearly show:

1. Traffic impacts are equal to or less than those predicted in 1996 for the last LCP amendment.
2. Marina del Rey can convert public parking lots to other uses without interfering with public access.
3. Marina del Rey can, through the development actions proposed, increase view corridors and public open space.
4. Marina del Rey can properly manage sensitive biological resources in the long term while ensuring recognition of resources and habitat recovery outside of Marina del Rey, such as Area A.
5. Reconfiguration of marinas together with increases in dry storage and enforcement of rental policies can ensure adequate accommodation of recreational boating needs over the long term.

AFTERWORD

The County has elected to undertake a visioning process for Marina del Rey after the completion of the PPA, completing such a process no later than September 2014. The visioning process will

address the future development of Marina del Rey. The visioning process for the Marina del Rey LCP will also be capable of monitoring the performance of the County within the stated objectives of the LCP for the PPA, and making appropriate adjustments.

There were a few issues brought up during the LCPA public input process that warrant mention. These concerns include water supply capacity, emergency safety and evacuation, and oil and gas utility infrastructure.

First is the question as to whether the planned alterations in planned development potential would exceed water supply capacities. Entitlements for water use have been secured and are sufficient to support projected growth in the Marina del Rey service area. The current service provider is the Waterworks District (WWD) No. 29, which also services the City of Malibu and unincorporated areas of Topanga Canyon. Water is supplied to WWD from the Metropolitan Water District (MWD) No. 29 of Southern California. Based on projected growth, the MWD completed an Integrated Water Resources Plan in 1996, and updated in 2003. The purpose of the plan is to ensure a reliable water supply that is necessary to meet increasing demands, including the growth anticipated in the LCP. The WWD is also implementing planned for improvements to the distribution network, which will ensure the adequate distribution of the water supply. Furthermore, applicants will also be required to provide the Department of Regional Planning a letter from WWD No. 29 confirming their ability to serve the project.

In terms of redevelopment and its effects upon emergency response and evacuation safety, the County's Land Use Plan, as first certified by the Coastal Commission in 1984, has long planned for the residential and marine-related land uses that are proposed as part of the LCPA. Emergency response and evacuation services are integrated into the development review process starting with the incorporation of security features in project design and also include both police and fire department involvement during site plan review. Preparation and evacuation for emergencies are coordinated by Los Angeles County Emergency Management through an adopted Operational Area Emergency Response Plan. Other agencies that are materially involved include the County Department of Public Health, and the County Fire Department.

Finally, there were some questions about the existing oil and gas facilities within the Marina, namely concerns about the possible leaking and/or improper abandonment of wells. According to the current LCP, there are 34 active gas storage, fluid removal and observation wells in the Marina, in addition to 38 abandoned oil wells. Concerns about leaking wells, either abandoned or in operation, are a serious matter as it has the potential to impact human health and the environment. In the past, the County Department of Public Works addressed a leak in the area of Admiralty Way and Palawan Way together with a multi-disciplinary response team, that included the Office of Emergency Management, Fire Department, and Department of Public Health. While emergencies are addressed by County agencies, the broader policies pertaining to operation, management and abandonment are governed by the State of California Department of Conservation Division of Oil, Gas, and Geothermal Resources and are outside the jurisdiction of the County. Nonetheless, the County will consider additional policies pertaining to land use development and the disposition of oil and gas easements and utility lines in the Industrial Development and Energy Facilities chapter of the LCP during the visioning process. It is important to note that none of the wells in question are located in the properties which are the subjects of the PPA.

APPENDICES

APPENDIX A: EXHIBITS

Marina del Rey Pipeline Projects

EXHIBIT 1

Project
10/FF
OT
52/GG
33/NR
49/77

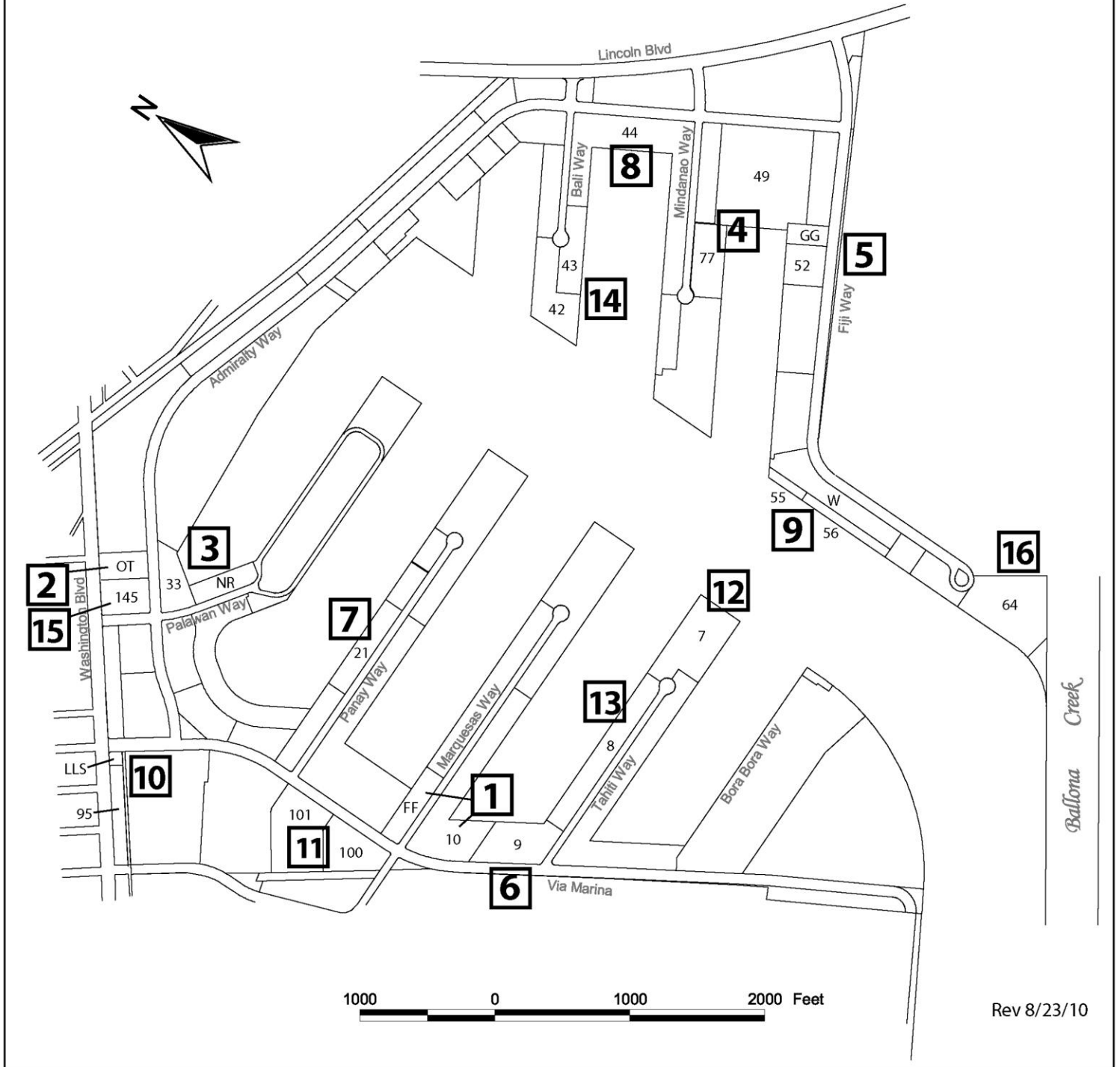


Map May 13, 2010 by Los Angeles County Dept of Beaches
and Harbors, Planning Division. ImageDate: Winter 2008

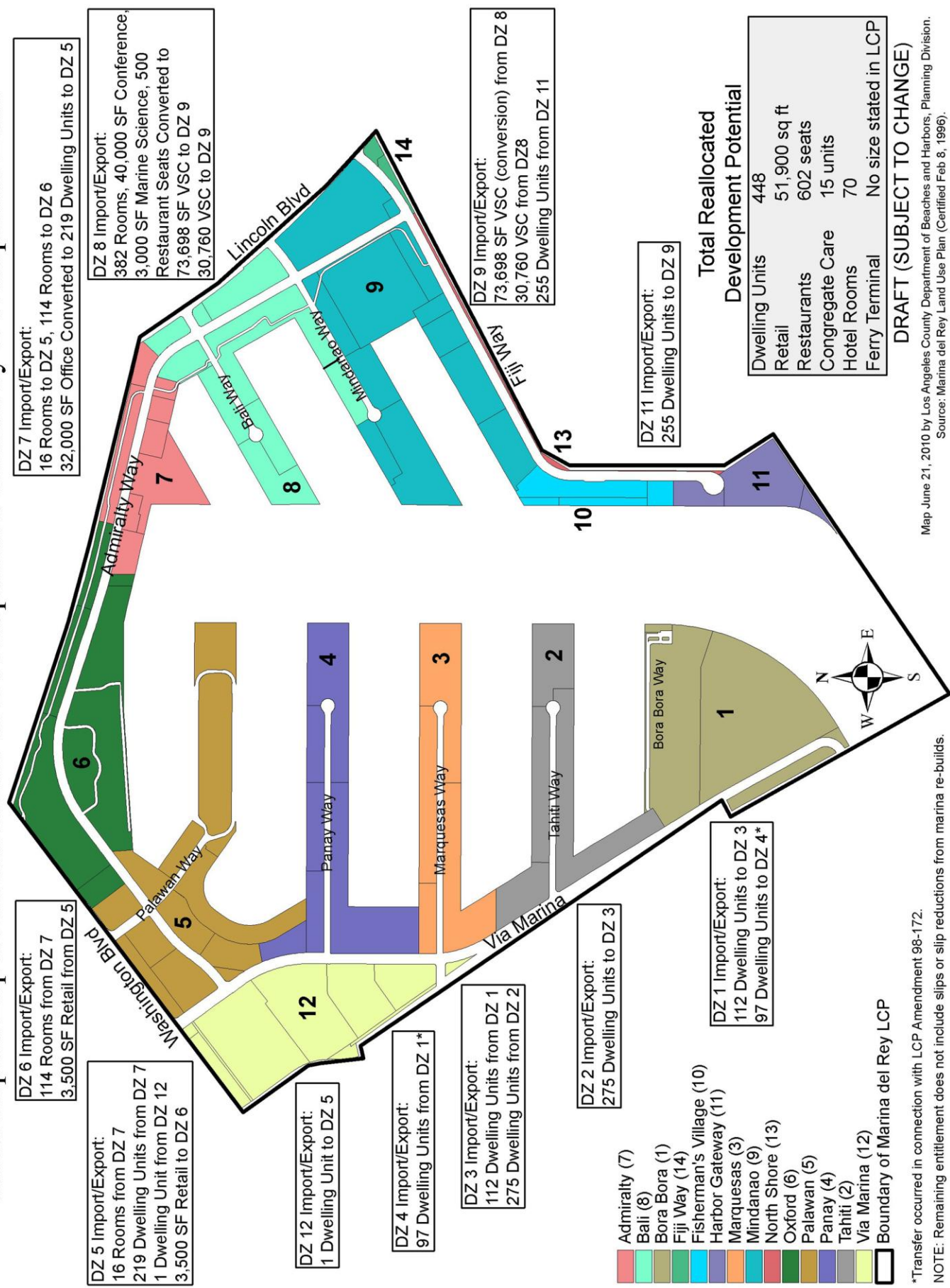
Map Key	Parcel No. -- Project Name / Lessee	Redevelopment Proposed
PROJECTS REQUIRING LCP AMENDMENT		
1	10/FF -- Neptune Marina/ Legacy Partners	<ul style="list-style-type: none"> * 526 apartments * 161-slip marina + 7 end-ties * 28 foot-wide waterfront promenade * Replacement of public parking both on and off site
2	OT -- Oceana Retirement Facility/ Goldrich & Kest Industries	<ul style="list-style-type: none"> * 114-unit senior accommodation units plus ancillary uses * 3,500 square feet of retail space * Replacement of 92 public parking spaces on site * Public accessway from Washington to Admiralty
3	33/NR -- The Waterfront	<ul style="list-style-type: none"> * 292 apartments * 32,400 square-foot restaurant/retail space * Rooftop observation deck * Replacement public parking both on and off site * 323 restaurant seats
4	49/77 -- TBD	<ul style="list-style-type: none"> * 135,000 square-foot visitor-serving commercial OR 116, 495 square-foot visitor-serving commercial and 255 apartments AND an Optional 26,000 square-foot office with either scenario * Community & recreational boating centers * Public parking
5	52/GG -- Boat Central/ Pacific Marina Development	<ul style="list-style-type: none"> * 375-vessel dry stack storage facility * 30-vessel mast up storage space * 3,350 s.f. Sheriff boatwright facility * 3,080 s.f office space
REDEVELOPMENT PROJECTS CONSISTENT WITH THE LCP		
6	9 -- Woodfin Suite Hotel and Vacation Ownership/ Woodfin Hotels	<ul style="list-style-type: none"> * 19-story, 288-room hotel (152 hotel rooms and 136 timeshare suites) inc. restaurant & support facilities * 6-story parking structure containing 360 spaces * New public transient docks * 28 foot-wide waterfront promenade * Wetland park
7	21 -- Holiday Harbor Courts/ Goldrich & Kest Industries	<u>Phase 1</u> <ul style="list-style-type: none"> * 5-story, 29,300 square-foot mixed-use building (health club, yacht club, retail, marine office) * 92-slip marina * 28 foot-wide waterfront promenade and pedestrian plaza <u>Phase 2 (Parcel C)</u> <ul style="list-style-type: none"> * Westernmost portion of land to revert to County for public parking
8	44 - Pier 44/Pacific Marina Venture	<ul style="list-style-type: none"> * Build 5 new visitor serving commercial and dry storage buildings * 91,090 s.f. visitor serving commercial space * 143 slips + 5 end ties and 234 dry storage spaces * Promenade enhancement
9	55/56/W -- Fisherman's Village/ Gold Coast	<ul style="list-style-type: none"> * 132-room hotel * 65,700 square foot restaurant/retail space * 30-slip new marina * 28 foot-wide waterfront promenade

10	95/LLS -- Marina West Shopping Center/Gold Coast	*23,500 square feet of commercial/retail/restaurant and public park component.
11	100/101 -- The Shores/ Del Rey Shores	* 544-unit apartment complex * 10 new public parking spaces
LCP CONSISTENT RENOVATION PROJECTS		
12	7 -- Tahiti Marina/K. Hakim	* Complete leasehold renovation; 149 apartments *Relocate landside boater facilities & promenade enhancement * 214 slips + 9 end ties will not be reconstructed at this time
13	8 -- Bay Club/ Decron Properties	* Building renovation; 205 apartments & promenade enhancement * 207 slips + 11 end ties will be reconstructed
14	42/43 -- Marina del Rey Hotel/ IWF MDR Hotel	* Complete renovation and dock replacement
15	145 -- Marina International Hotel/ IWF Marina View Hotel	* Complete renovation of 134 rooms & promenade enhancement.
16	64 -- Villa Venetia/ Lyon	* Complete leasehold renovation
BOS= Board of Supervisors; CDP= Coastal Development Permit; DCB= Design Control Board; DEIR= Draft Environmental Report; DRP= Department of Regional Planning; LCP= Local Coastal Program; MND= Mitigated Negative Declaration; RPC= Regional Planning Commission		

PROJECT STATUS REPORT - KEY

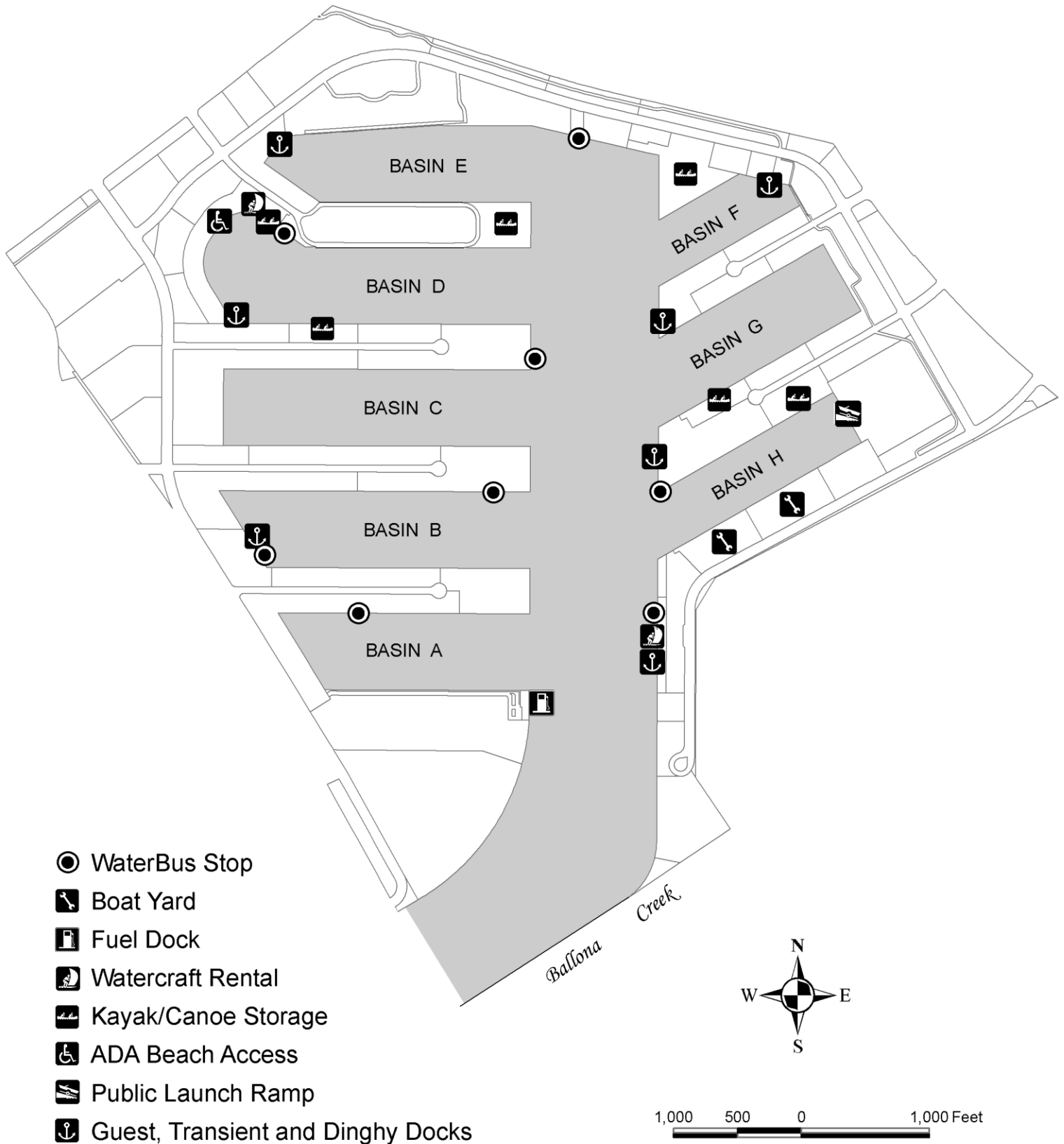


MdR Import/Export Reallocation of Development Potential by Development Zone

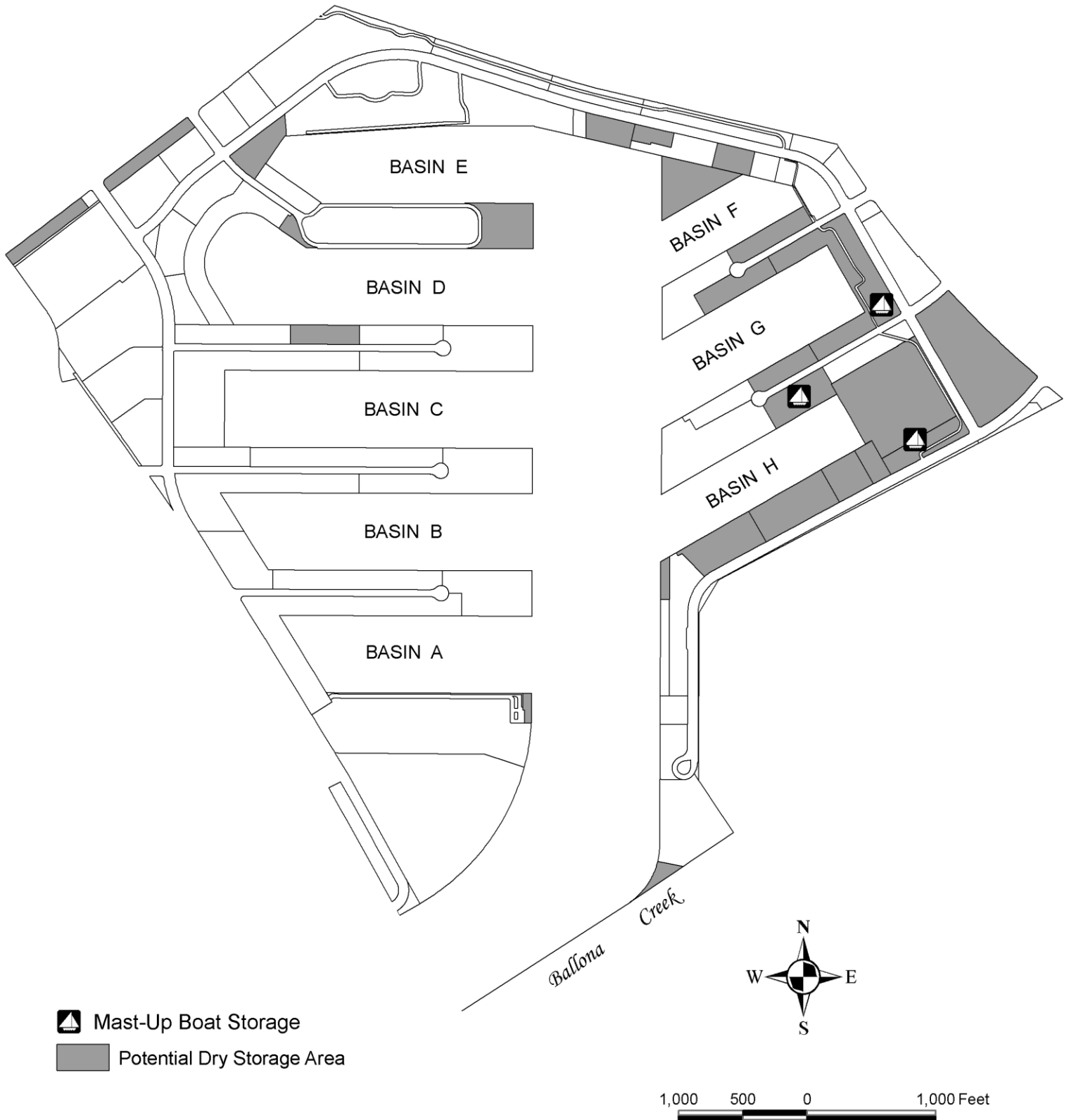


*Transfer occurred in connection with LCP Amendment 98-172.
NOTE: Remaining entitlement does not include slips or slip reductions from marina re-builds.

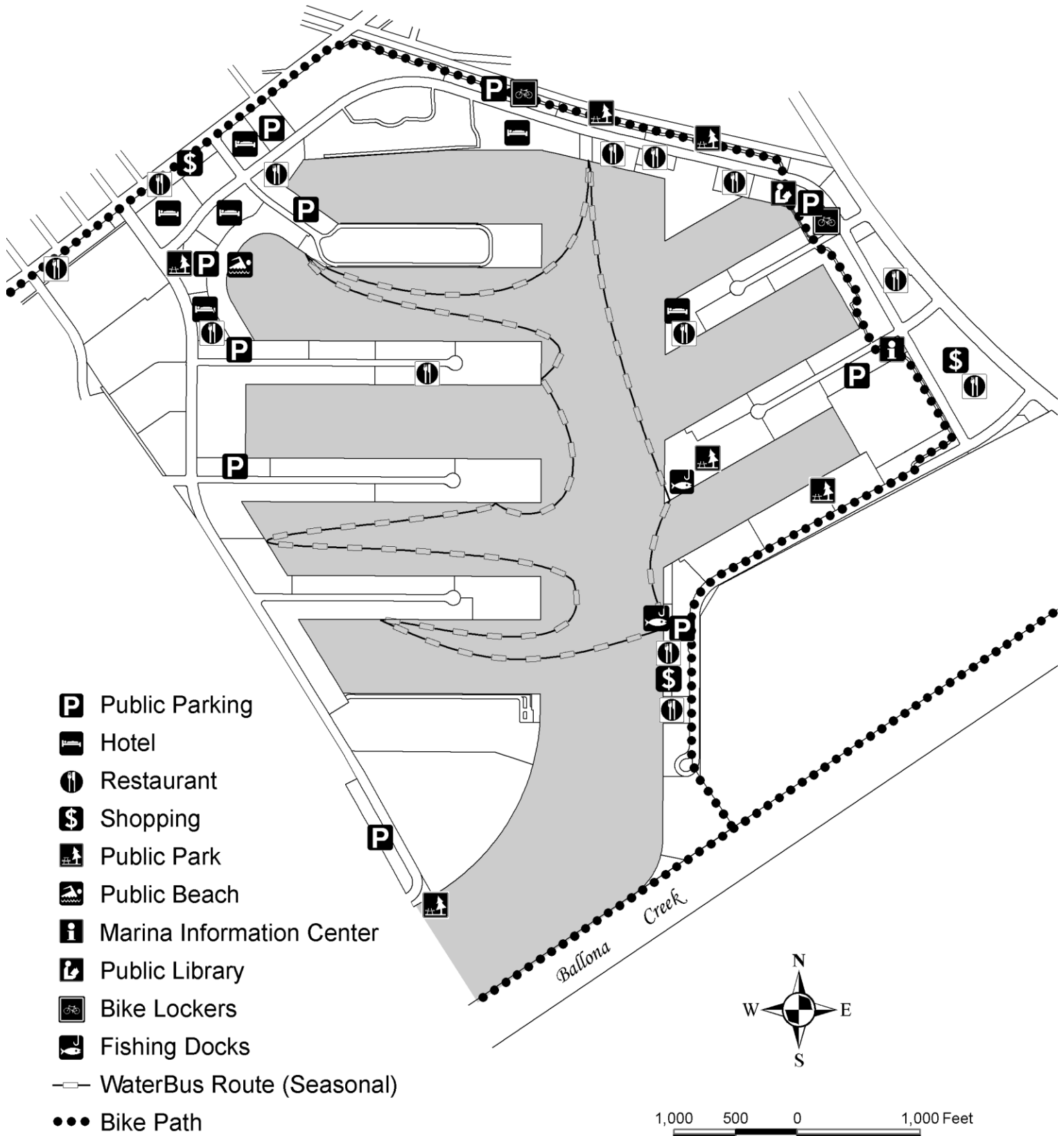
Marina del Rey Boating-Related Support Facilities



Marina del Rey Permitted Public Dry Storage Areas

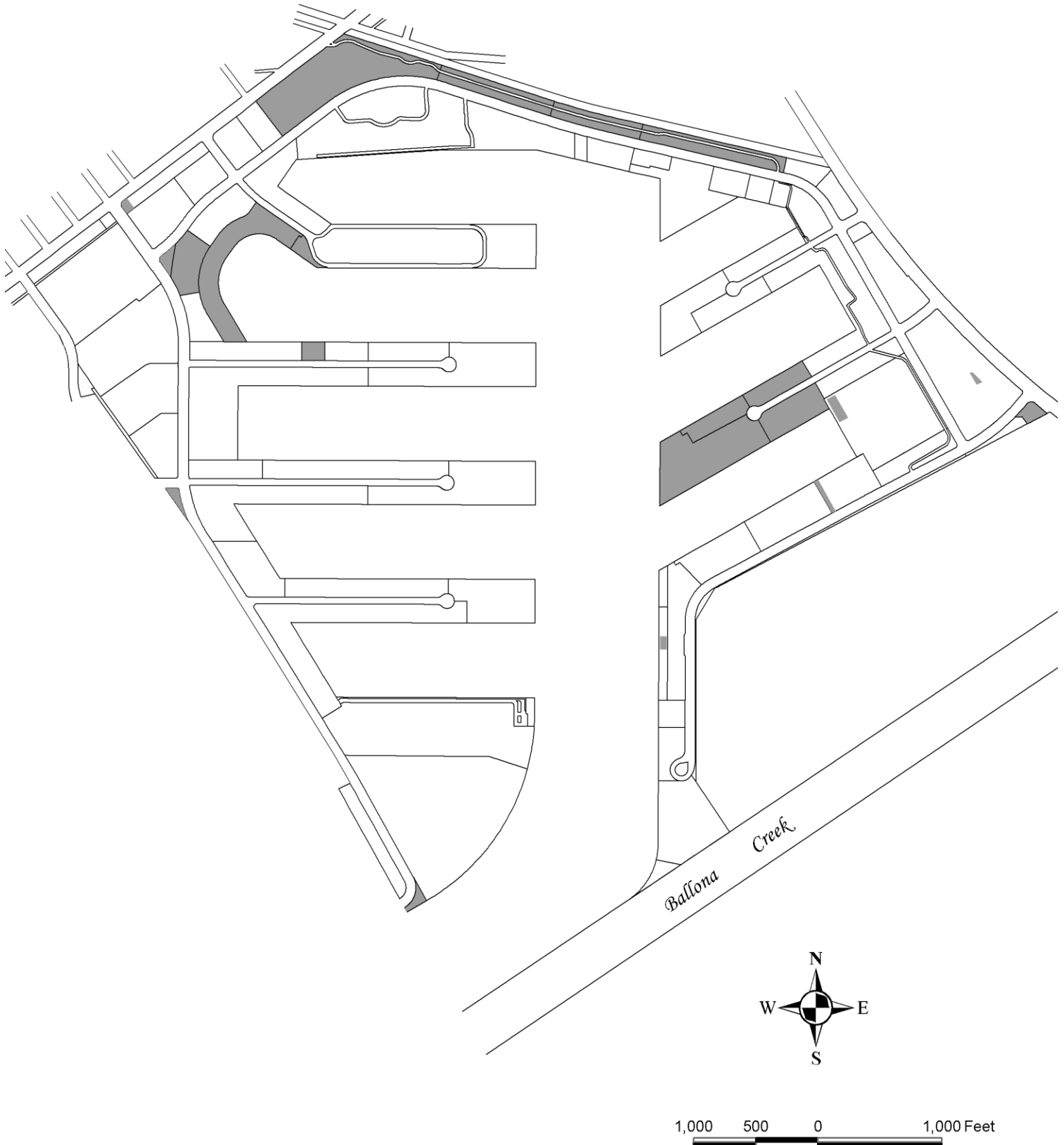


Existing/Proposed Visitor-Serving Facilities

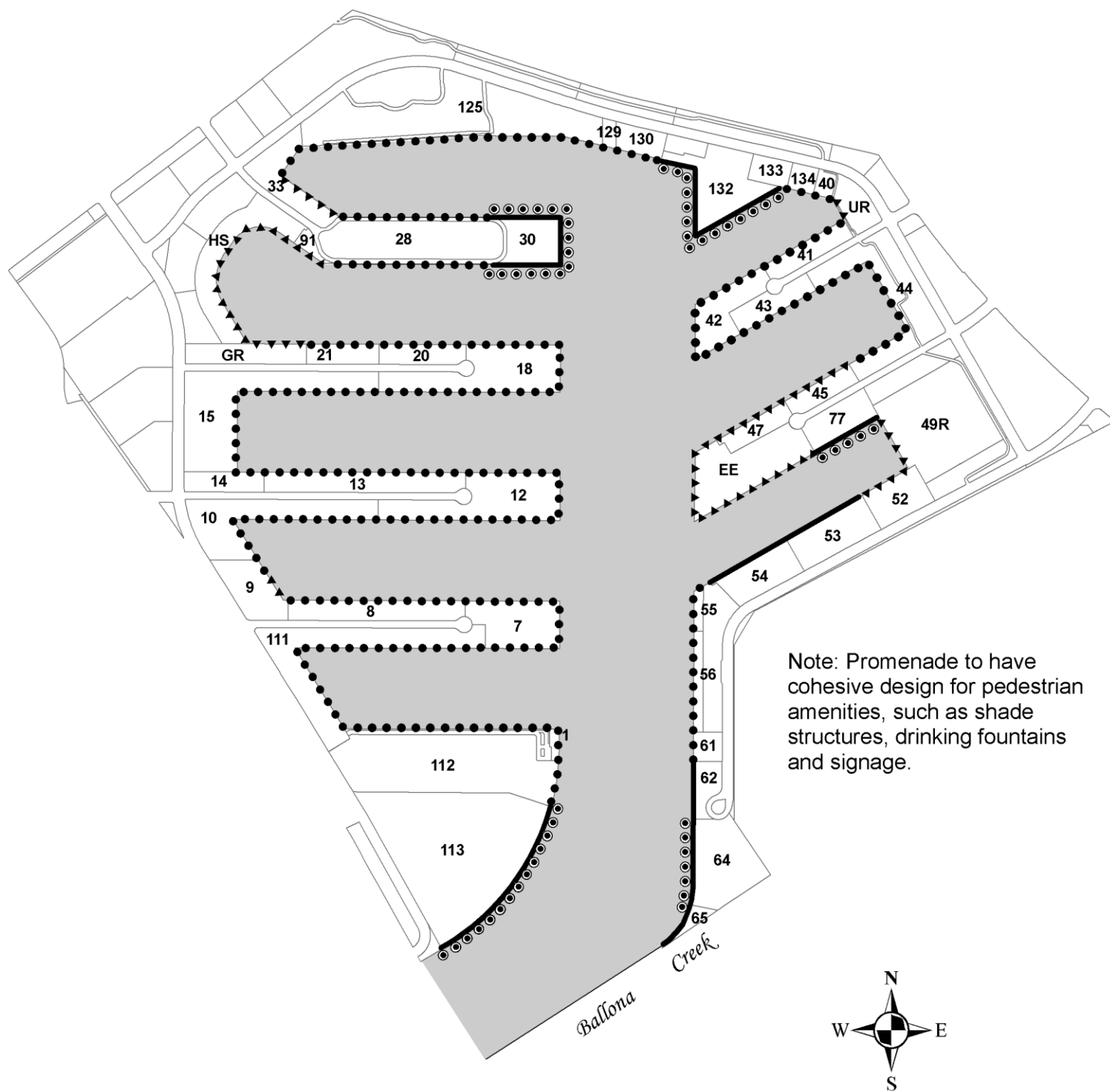


Check with the Marina del Rey Visitor Center for a list of current facilities and locations.

Proposed Open Space Plan



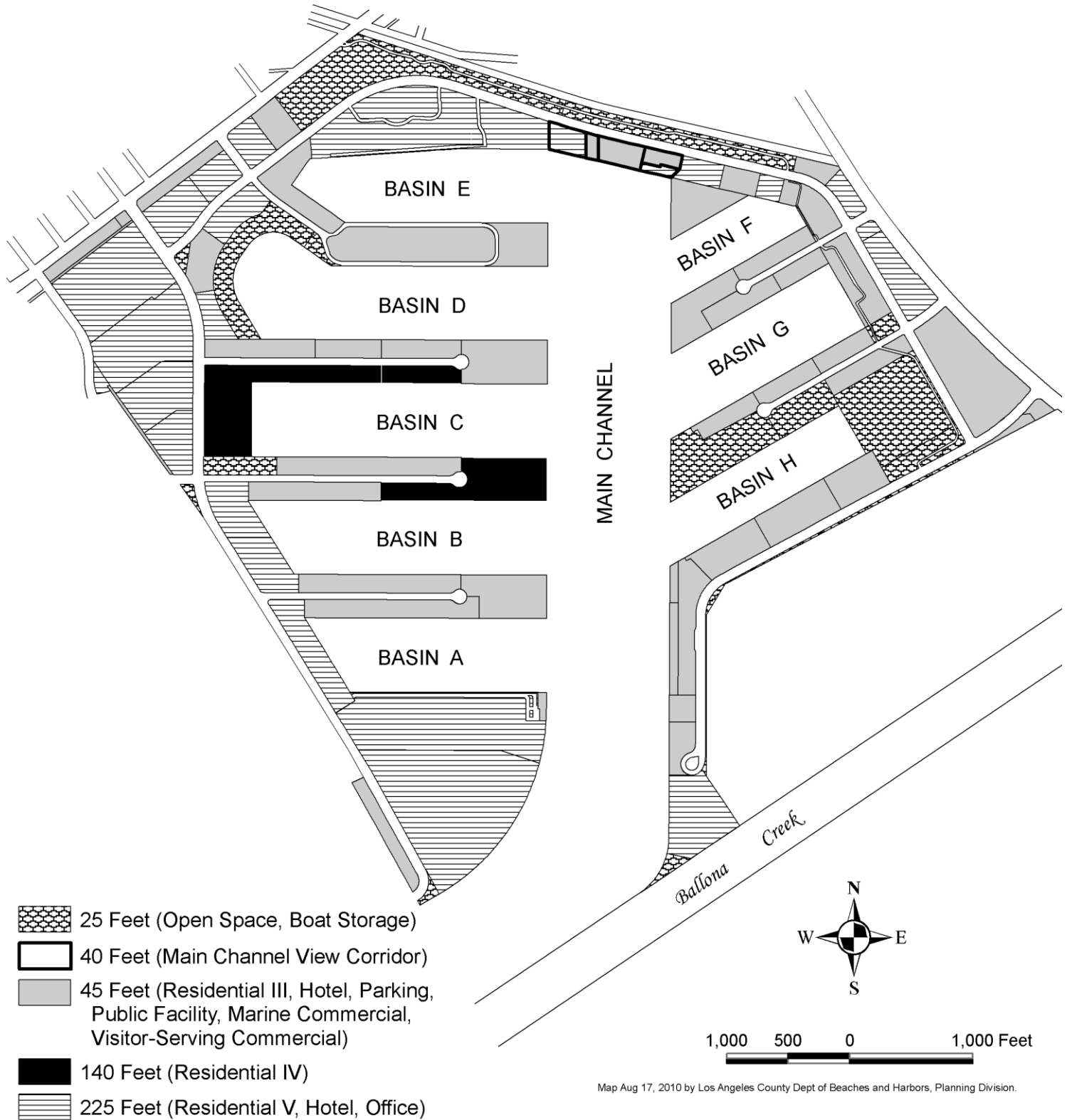
Marina del Rey Existing and Potential Shoreline Access



- Open To Public (Private Lease, hold)
- ▲▲▲ Open To Public (County Controlled)
- Restricted Access
- Potential Access

1,000 500 0 1,000 Feet

Marina del Rey Parcel Development Height Limits



Map Aug 17, 2010 by Los Angeles County Dept of Beaches and Harbors, Planning Division.

NOTES:

Hotel - Limited to 45 feet on mole roads.

Public Facility - Entrance displays, gov't offices and theme towers may be up to 140 feet.

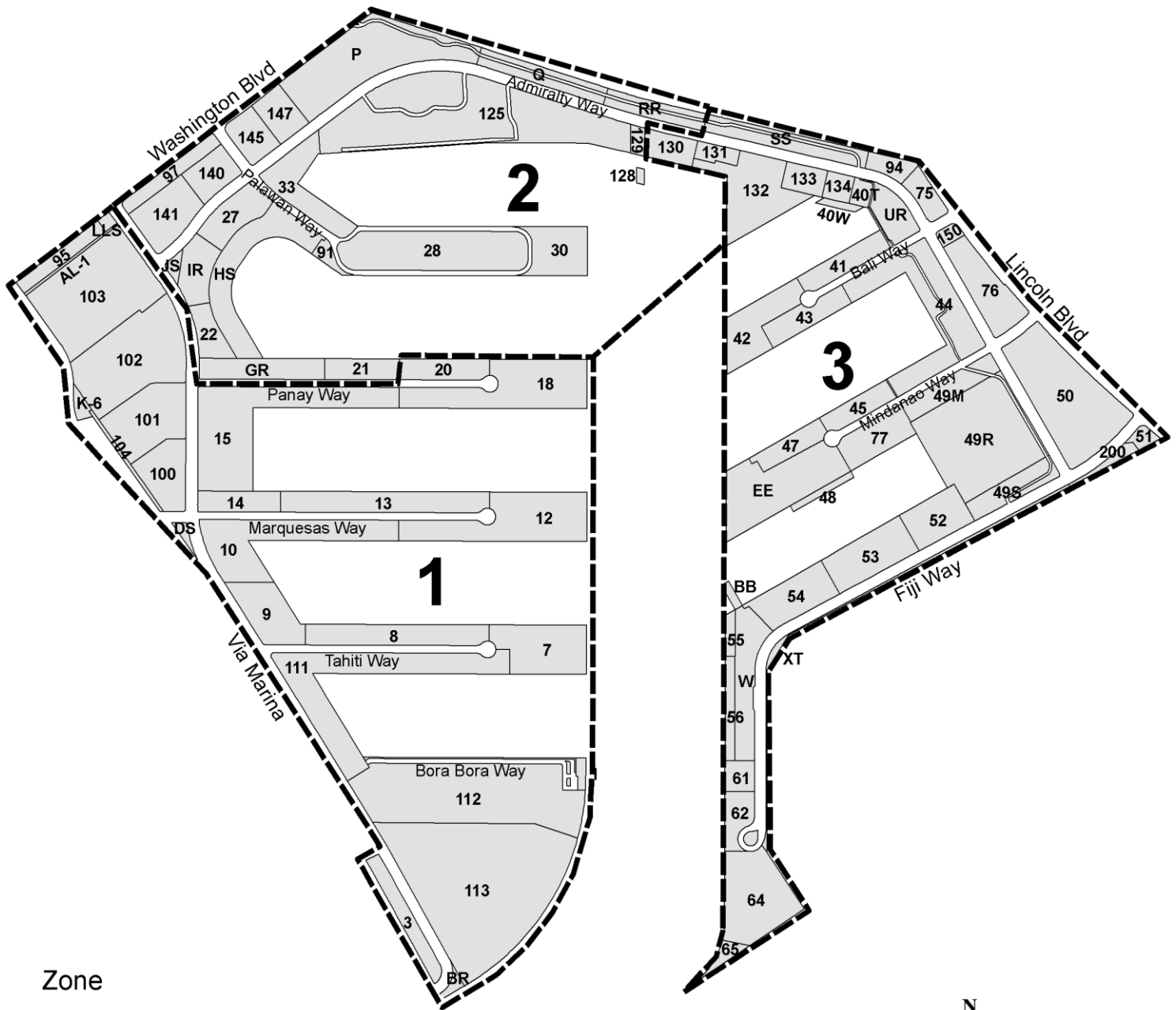
Parking - Limited to 75 feet for parking structures, 45 feet on mole roads or waterfront parcels.

Main Channel View Corridor - Limited to 40 feet, to preserve views of the Santa Monica and San Gabriel Mountains.

Marine Commercial - Limited to 45 feet for habitable structures, 75 feet for public dry stack (currently none in Marina).

Boat Storage - Limited to 75 feet for public dry stack (currently none in Marina), 25 feet for commercial support facilities.

Marina del Rey Proposed Development Zones

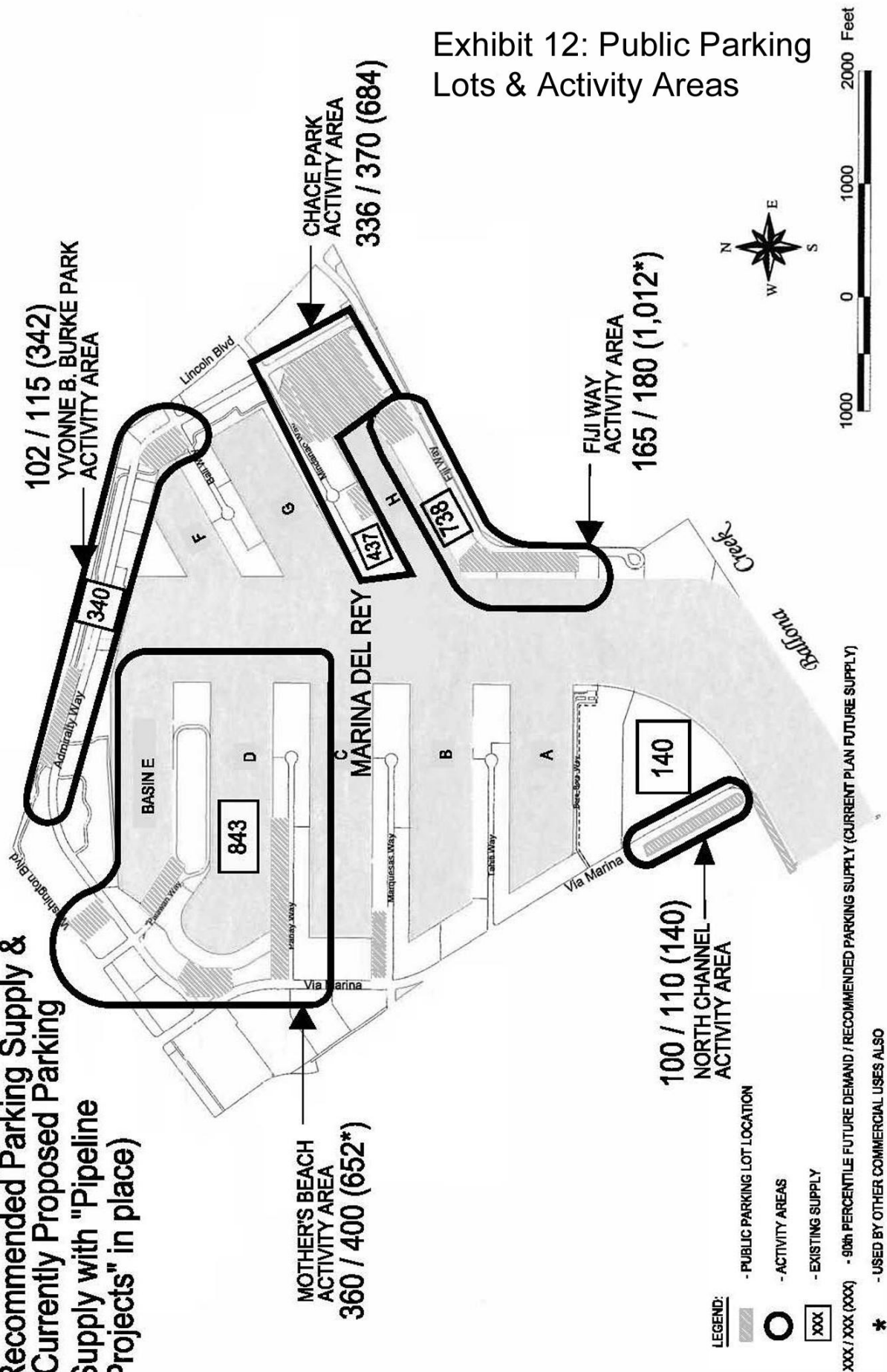


Zone

1. Parcels 1, 3, 7, 8, 9, 10, 12, 13, 14, 15, 18, 20, 95, 100, 101, 102, 103, 104, 111, 112, 113, AL-1, BR, DS, K-6, LLS
2. Parcels 21, 22, 27, 28, 30, 33, 91, 97, 125, 128, 129, 140, 141, 145, 147, GR, HS, IR, JS, P, Q, RR
3. Parcels 40T, 40W, 41, 42, 43, 44, 45, 47, 48, 49M, 49R, 49S, 50, 51, 52, 53, 54, 55, 56, 61, 62, 64, 65, 75, 76, 77, 94, 130, 131, 132, 133, 134, 150, 200, BB, EE, SS, UR, W, XT



Evaluation of Future Demand / Recommended Parking Supply & (Currently Proposed Parking Supply with "Pipeline Projects" in place)



Marina del Rey Potential Small Watercraft Docking Locations

Existing:

- 1) P-EE - Transient Docks

Planned:

- 2) P-9U - Lessee to Install Docks to Then Be Turned Over to County

Potential:

- 3) P-28 - Future Space Between Seawall and Docks
- 4) P-40W - County-owned All-water Parcel
- 5) P-61 - New Docks Off of Seawall
- 6) P-77 - New County Docks
- 7) P-111+112 - Storage in Water Area Between Seawall and Docks
- 8) P-113 - New Docks Off of Seawall
- 9) P-GR - New County Docks as Part of Marina Beach Redevelopment
- 10) P-NR - New Docks Off of Seawall



Map Aug 03, 2010 by Los Angeles County Dept of Beaches and Harbors, Planning Division.

APPENDIX B: LIST OF ENVIRONMENTAL IMPACT REPORTS

Boat Central, Second Administrative Draft Environmental Impact Report, Marina del Rey, California, Prepared by CAA Planning for the County of Los Angeles Department of Regional Planning, June 2010 (Pcls 52 & GG).

Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project, Final Environmental Impact Report, Marina del Rey, California, Prepared by Impact Sciences, Inc. for the County of Los Angeles Department of Regional Planning, February 2010 (Pcls 10R, FF, & 9U).

Oceana Retirement Facility & Holiday Harbor Courts, Final Environmental Impact Report, Marina del Rey, California, Prepared by Envicom Corporation for the County of Los Angeles Department of Regional Planning, April 2010 (Pcls OT & 21).

The Shores Project, Final Environmental Impact Report, Marina del Rey, California, Prepared by Impact Sciences, Inc. for the County of Los Angeles Department of Regional Planning, December 2006 (Pcls 100 & 101).

APPENDIX C: SPECIAL STUDIES

Please see attached studies.

APPENDIX D: TRAFFIC MEMORANDUM

Please see attached memorandum.

APPENDIX E: PARKING LOT 9 MEMORANDUM

Please see attached memorandum.